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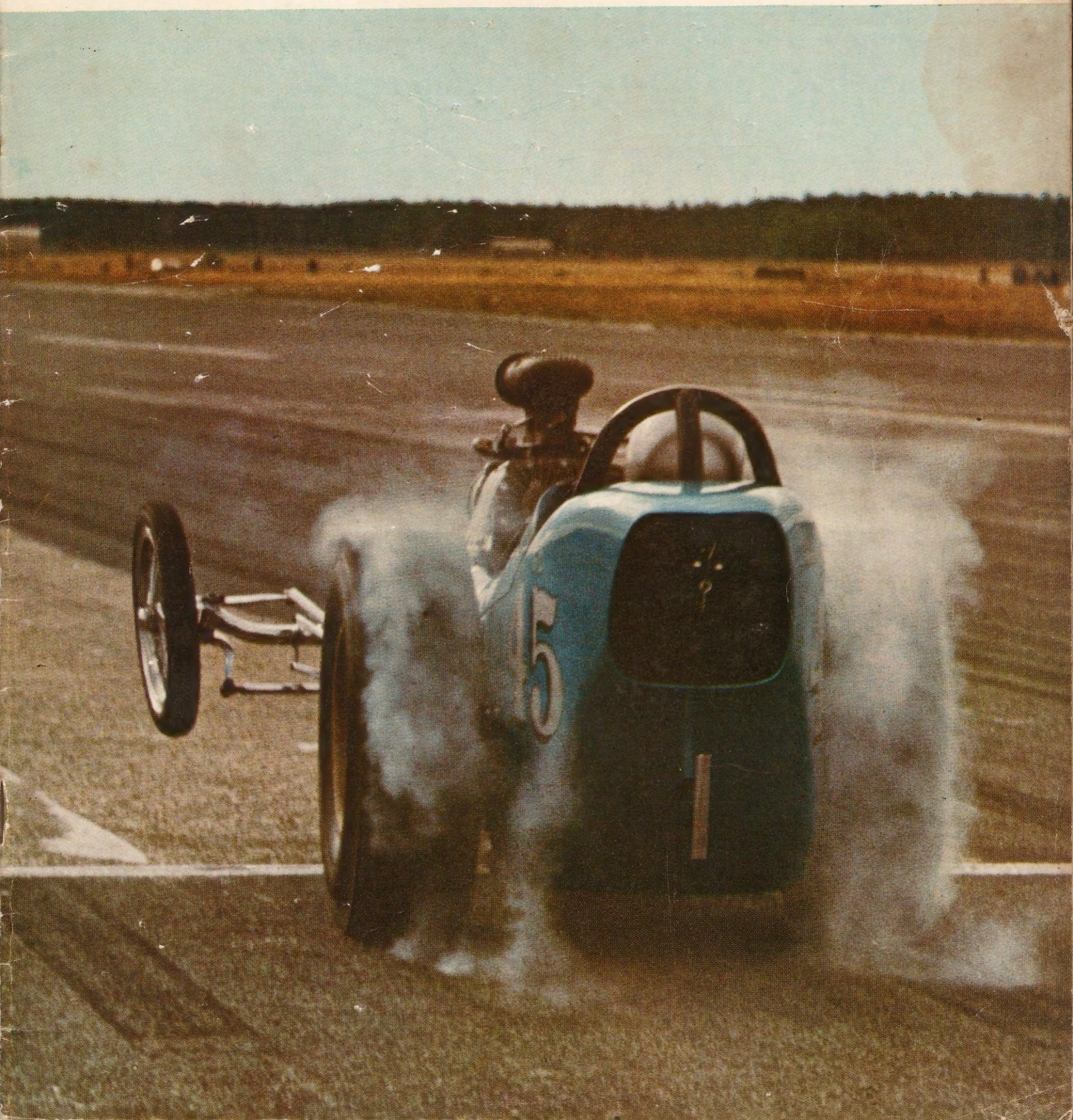
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October 1st, 1965 Volume 31 Number 14

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EDITORIAL

MORE FOR FORMULA 1

WHETHER or not the various projects for the new formula will be racing in 1966 remains to be seen, for according to the majority of experts an entirely new power-unit would take at least 18 months before it could be regarded as being raceworthy. This, in fact, is also the estimate of Colin Chapman, should his proposed engine receive the green light within the next few weeks. The decision to shelve the Coventry Climax 16-cylinder 1½-litre unit was taken because the demise of the formula left insufficient time for development work. B.R.M., and possibly Ferrari, have a head start, their technicians having been working for many months on 3-litre designs. The former will now be concentrating on overcoming teething troubles which must be anticipated with any brand-new project. To this purpose Tony Rudd will not be going with the "stretched" Tasman cars to Australia and New Zealand, his place as racing manager being taken by Tim Parnell. Now Dan Gurney has announced collaboration with Carroll Shelby in the production of a Formula 1 machine, and we await fuller details of this Gurney-Shelby or whatever name the car will be raced under. Bruce McLaren, having constructed a test-rig single-seater for Firestone, may yet decide to have a go on his own, while Jack Brabham's name has been associated with an Australian-built Repco engine which it is believed has possibilities for the new formula. However, it is optimistic to expect that Gurney, McLaren and Brabham will be in a position to field properly developed machines before 1967, although it is possible that they will be represented in some form or another to take advantage of the expected shortage of 3-litre cars in 1966. So far Honda have not revealed any definite plans, but the Japanese, having gone in fairly deep where the present formula is concerned, are not likely to abandon Grand Prix racing without at least giving it a try. The next few months should see more definite plans emerge on the part of all probable participants, and meanwhile the motor racing world will be alive with rumours, some founded on fact but the majority inspired by mere wishful thinking.

BLOW TO FERRARI

THE distressing accident to John Surtees while practising with his Lola T70 at Mosport will obviously seriously affect Enzo Ferrari's plans for Watkins Glen and Mexico. Maranello's Grand Prix aspirations naturally revolve round the 1964 Champion of the World, and the three-car entry in the American G.P. was due to be driven by Surtees, Bandini and, it was rumoured, the young American Bob Bondurant. At the time of going to press no definite decision had been made as to the composition of the team, but there were no indications that Ferrari had made any arrangements to withdraw his cars. Meanwhile his countless friends will wish John Surtees a speedy recovery and an early return to the circuits.

OUR COVER PICTURE

TYRE SMOKE as one of the powerful American dragsters gets smartly off the line. The Dragfest is now in full swing, with Blackbushe behind us and Woodvale to come this Sunday. Given dry conditions, terminal speeds of 200 m.p.h. can be expected on the smooth Woodvale course.

Photo: Michael Ware

PIT & PADDOCK

GRAHAM HILL delayed going to Albi to represent Grand Prix drivers at the Guild of Motoring Writers' 21st birthday banquet at the Dorchester on 23rd September.

MARANELLO CONCESSIONAIRES will be exhibiting a Dino prototype on the Pininfarina stand at the Motor Show.

JACK SEARS was taken to Northampton General Hospital last Friday following an accident while testing at Silverstone. He is suffering from severe abrasions, a broken arm and burns and is expected to be detained for two or three weeks.

United States G.P.

FOR THE FIFTH consecutive year, the American Grand Prix is to be held at Watkins Glen, N.Y., on 3rd October, when 110 laps of the 2.3-mile course are to be covered. For this year's race entries have been accepted from Lotus, B.R.M., Cooper, Ferrari, Brabham, Rob Walker, Tim Parnell and Honda, with the usual drivers associated with these teams taking part plus, possibly, Hap Sharp, Bob Bondurant and Pedro Rodriguez. In all, 19 cars from Europe were flown from London to New York in a B.O.A.C. CL44 freighter last Sunday.

Line-up

B.R.M.: Graham Hill, Jackie Stewart.
 Lotus-Coventry Climax: Jim Clark, Mike Spence, Pedro Rodriguez or Hap Sharp.
 Cooper - Coventry Climax: Bruce McLaren, Jochen Rindt.
 Ferrari: Lorenzo Bandini, Lodovico Scarfiotti or Nino Vaccarella or Bob Bondurant.
 Honda: Richie Ginther, Ronnie Bucknum.
 Brabham-Coventry Climax: Dan Gurney, Jack Brabham or Denny Hulme.
 Lotus-B.R.M. (Parnell): Innes Ireland, Dickie Attwood.
 Brabham-Coventry Climax (Walker): Jo Bonnier.
 Brabham-B.R.M. (Walker): Jo Siffert.

GERRY MARSHALL, who has raced Minis and T.V.R.s this season, is getting married on Saturday to Carol Maynard. On Sunday Gerry intends to race at Brands Hatch in either the T.V.R. Griffith or 1650 Lotus Elan of the Barnet Motor Co.

LAMBORGHINI's latest plans embrace a 4-litre prototype developing 450 b.h.p. It would be raced by private owners, not the works, if it ever came about.

PETER SADLER has bought the ex-J.C.B. Lotus 30, a much-modified car previously raced by Trevor Taylor. The J.C.B. team, who at one time were said to be going into motor racing in a big way, have retired.

Tributes to rallies

IN A SPEECH at a luncheon given to the Press by the Rover Co., Ltd., the concern's chairman, Mr. L. G. T. Farmer, acknowledged the fact that participation in international rallies had been of immense value to Rover, both in emphasizing the versatility of the 3-litre models and in establishing the Rover 2000 in world markets. He also referred to the invaluable publicity which had resulted in the successful racing of the Rover-B.R.M. gas turbine car at Le Mans.

ALEX FRANCIS of Alexis cars has entered two Formula 3 cars in the Clubmen's Championship Silverstone meeting on 2nd October to be driven by Arthur Mallock and Keith Vickery. For the trials season, Alex Francis, Bill Faulkner and Bryan Halladay will be using Alexis equipment in Seven-Fifty M.C. events. Racing commitments for 1966 are not yet complete, but it looks like being a more eventful year than 1965.

JOHN BULLOCK has been appointed Director in Charge of Public Relations for the Rootes Group, and has resigned from the Bullock & Turner concern. Bullock, a former newspaper man, was with Rootes for many years as a P.R.O., before leaving to form his own firm. He will take up his new duties on 1st October.

APPARENTLY twin Stromberg 175 carburettors are standard equipment on the Triumph TR4A, and not SU as we stated in our road-test report.

OVER 40,000 model cars comprise the stock for the Model Car Show presented by the Auto-Models Club at the new showrooms of Auto-Models, Ltd., 70 Finsbury Pavement, London, E.C.2. The show will be open from 22nd-30th October and, in addition to practically every known modern vehicle, including slot-racing equipment many historic and rare models will be exhibited.

HARRY RATCLIFFE astounded everyone in Italy by achieving sixth best time overall in his Mini-Cooper S 1275 in the Aosta-Pila hill-climb on 19th September. He finished behind Hans Herrmann's winning Abarth 2-litre sports car, the 1-litre Abarth sports of Klaus Steinmetz, "Noris" in a Porsche 904, Giuseppe Della Torre's Abarth-Simca 1300 G.T. and Giuseppe Rebaudi's 1-litre Fiat-Abarth G.T. Naturally, Harry won the touring class overall.

TONY KINCH points out that he was not a non-starter in the Brighton & Hove M.C.'s national speed trials recently.

NEW, LUXURIOUS Mk. 3 3-litre saloon and coupé models have been added to the Rover range for 1966.

G.T. classes

DISCUSSIONS have taken place between the B.A.R.C. and the B.R.S.C.C. in connection with racing classes for closed, restricted and National British race meetings in 1966. The change in international classes which makes provision for production type sports cars (cars of which not less than 50 have been made in a 12-month period) and grand touring cars (500 minimum annual production) establishes a pattern which it is felt cannot be ignored in club racing, and for this reason the two major clubs intend to organize events for two categories of production sports/grand touring cars next season. The two clubs agree that the names chosen for international classes give an impression out of keeping with the general understanding of the British public and the opportunity has therefore been taken to rename the main group of large scale production models *marque* cars instead of grand touring cars, as these vehicles are associated by many members of the general public with the term "sports car", while the remainder of cars to be included in this type of racing are mainly of the specialized small scale production type which are well known to racing followers

as "special grand touring cars" and it has been agreed to retain this name. In drawing up the two lists, the B.A.R.C. and B.R.S.C.C. have deliberately chosen production models of approximately similar performance for the *marque* category because of their experience that these cars can provide close and exciting racing which is of benefit to both spectators and competitors.

Marque cars

A.C.—Ace, Ace-Bristol, Ace-Zephyr, Aceca, Aceca-Bristol; Alfa Romeo—Giulietta Sprint, Giulietta Sprint Veloce, Giulietta Spider, Giulia Sprint, Giulia Sprint GT, Giulia Sprint GTC, Giulia SS, 2600 Sprint, 2600 Spider; Aston Martin—DB2, DB2/4, DB2/4 Mk. 3, DB4GT, DB5, DB5GT; Austin-Healey—100 (all models), 100 Six, 3000 (all models), Sprite (all models, including Speedwell G.T. and W.S.M.); Chevrolet—Corvette Sting Ray (excluding Grand Sport); Daimler—SP250; Elva—Courier; Honda—600S; Isuzu—Bellett G.F.; Jaguar—XK120, XK140, XK150 (3,442 c.c. and 3,781 c.c.), E Type (3,781 c.c. and 4,235 c.c.); M.G.—M.G.A. (all models), M.G.B., Midget (all models); Morgan—Plus 4, Plus 4 Super Sports, Plus 4 Plus, 4/4; Porsche—1500, 1600, 1600 Super, Carrera, 911; Sunbeam—Alpine (all models), Tiger (4,260 c.c., excluding Le Mans models); Triumph—TR2, TR3, TR3A, TR4, TR4A, Spitfire (all models); T.V.R.—Grantura; Volvo—P1800S.

Special G.T. cars

Abarth—(all models, including Fiat and Simca); A.C.—Aceca-Jaguar; Aston Martin—212, Zagato; Austin-Healey—Austin-Healey-Chevrolet; Alfa Romeo—GTZ; Chevrolet—Corvette Sting Ray (Grand Sport); Diva—G.T. (997 c.c., 1,098 c.c., 1,650 c.c.); Demon; Emery—G.T.; Fairthorpe—all models; Ferrari—250GT, 250GTO, 250LM, 275GTB, 275GTS, 330GT, 500 Superfast; Fiat-Abarth—all models; Ford—G.T.; G.S.M.—Delta (997 c.c., 1,098 c.c., 1,149 c.c.); Ginetta—G4 and G5 (997 c.c., 1,098 c.c., 1,498 c.c., 1,594 c.c., 1,650 c.c., 1,865 c.c.); G10 (4,727 c.c.); Gitane—Gitane-B.M.C.; Iso—Grifo, Rivolta; Jaguar—Competition lightweight E-type, Egal, E-type-Oldsmobile; Lotus—Elan, Elite, 11 G.T., 7 G.T.; Marcos—Ford GT (997 c.c., 1,098 c.c., 1,149 c.c., 1,650 c.c., 1,558 c.c.); Volvo 1800 G.T. (1,783 c.c., 1,980 c.c.); Maserati—3500GT, Sebring; Peerless—G.T. (1,991 c.c., 2,136 c.c., 3,543 c.c.); Porsche—904GTS; Reliant—Sabre 4, Sabre 6, Scimitar; Rochdale—Olympic (all models); Shelby-American—Cobra (4,727 c.c., 6,970 c.c.), Cobra Daytona Coupé (4,727 c.c.), 350GT; Sunbeam—Tiger Le Mans (4,260 c.c., 4,727 c.c.); T.V.R.—Griffith 200; Tornado—Talisman, Tempest; Turner—Ford G.T. (997 c.c., 1,650 c.c.), B.M.C. G.T. (1,080 c.c.), Climax G.T. (1,098 c.c., 1,149 c.c.); Warwick—G.T. (1,991 c.c., 2,136 c.c., 3,533 c.c.).

Team Lotus plans

Future in Formula 1 racing still in the balance—All a matter of engines

AT A CONFERENCE following the announcement of the new Lotus Elan coupé, Colin Chapman revealed that the future participation of Team Lotus in Formula 1 racing was still in the balance. He stated that, in order to take part in the new formula, an engine would be required by 1967. Keith Duckworth, of Cosworth fame, was quite prepared to produce a suitable unit, and believed that the cost of such a project would be, over the next three years, about £100,000. Chapman said that Lotus would be prepared to find a quarter of this sum, but the remainder would have to come from elsewhere.

If the future of the project could be guaranteed, then he (Chapman) was prepared to use

B.R.M. engines in new formula cars for 1966, but the latter would be totally unsuited to the type of power-unit he had in mind for 1967 and thereafter. He did assure his audience that there was every chance that the necessary finance would be forthcoming, and he would be able to make a definite announcement in about a month's time. The Lotus chief fully believed that Duckworth was one of the very few people who could produce a successful 3-litre Grand Prix engine, and tended to pooh-pooh stories in the daily Press that Ford were intending to enter Formula 1.

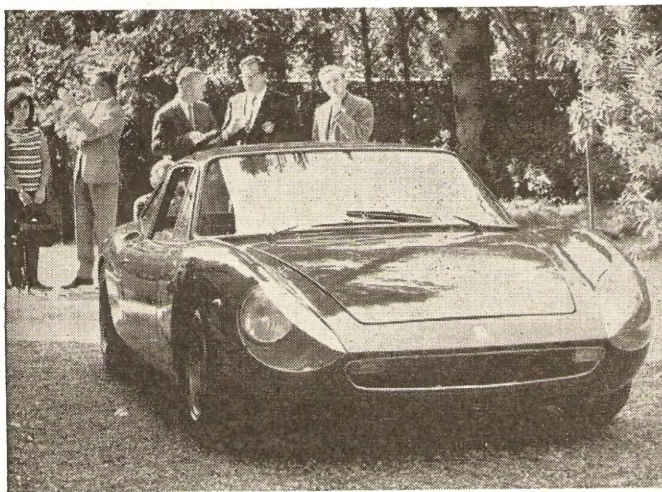
It had been found impossible to approach the motor industry as a whole for financial support, as each manufacturer had different

ideas on the value of Formula 1 racing to the job of selling production vehicles. For example, B.M.C. and Ford of Dagenham spent large sums of money in maintaining rally teams, and both appeared to be extremely satisfied with the results. It was difficult to persuade manufacturers of the prestige value of British Grand Prix racing successes to the extent of persuading them to fork out cash for a project which might not be readily identifiable with their own products. Chapman also referred to the original B.R.M. organization, which had been largely financed by the motor industry, and until it landed in the hands of a private concern, could hardly have been called an unqualified success.

SPORTS NEWS

FINAL ROUND of the British Women Racing Drivers' Club Embassy Trophy is at Silverstone on Saturday. Currently, Jean Denton leads with 12 pts., followed closely by Gabriel König, 11; Bluebelle Gibbs, Jocelyn Freeman and Wendy Hamblin, 10; Clare Newbold and Mary Taylor, 8; and Jacquie Smith, 6. Any of the above could win.

DUNLOP's latest tyres are the SP41-HR—similar to the existing SP41 but designed for cars with a top speed of over 125 m.p.h.—and the SP44, another radial-ply tyre but with the winter tread pattern.



NEW DE TOMASO coupé, with glassfibre bodywork by Ghia, was shown at the Goodyear/Scuderia Centro-Sud party at the time of the Italian Grand Prix. It uses a Ford Cortina engine and a VW gearbox, all rear-mounted. Later models will have a more powerful engine and a Porsche box.

TOP FORMULA 3 drivers Roy Pike, Piers Courage and Chris Irwin are among the stars entered for the B.R.S.C.C. Motor Racing Silver Salver race on the 2.65-mile Grand Prix circuit at Brands Hatch on Sunday. The Rt. Hon. Reginald Maudling's son Martin is entered in a supporting race. A record total of no fewer than 93 applications was received for entries in the Ilford Films Championship saloon car race! Among the 35 accepted (plus six reserves) there is plenty of heavy metal. Alan Mann has entered a 7-litre Ford Fairlane, and Roy Pierpoint drives the highly successful Ford Mustang with which he recently won the British Saloon Car Championship.

Along the front

THE ANNUAL Weston-super-Mare speed trials will be held on Saturday on the Marine Parade, commencing at 10 a.m. Among the full entry competing are John Macklin (Cooper-Buick), Gordon Parker (Cooper-Climax), Wally Cuff (Cooper-Daimler) and Jeff Uren (Lotus Cortina).

THE FIRST of a new range of American-designed 1/25 scale car construction kits being manufactured in England by Airfix is the Chevrolet '65 Corvette Sting-Ray, just introduced. Retailing at 12s. 6d., this comprehensive polystyrene kit can be assembled as a road racer, dragster or standard sports model. Three engine variants can be constructed from the kit to provide complete authenticity for the model chosen. To add further realism, the dragster part of the kit includes a 12-in. diameter, five-piece scarlet drag 'chute, vacuum-formed to paper-thickness in polystyrene.

ESSO have introduced a revised Esso Rally Organizers' Guide, which is being sent to all R.A.C. recognized motor clubs. The guide is designed to assist those who organize rallies to locate suitable start, control, refuelling and meal halts.

New Fiat-Abarths

WHEN THE delectable little Fiat 850 Coupé and Spider were announced, it was obvious that Carlo Abarth would soon be producing ultra-rapid versions. Now, he has unveiled the results of his work, and highly exciting they are. First of all, he offers the Coupé and Spider in moderately tuned form, and with the engine size increased to 65 mm. x 74 mm. (982 c.c.) these machines become genuine 100 m.p.h. cars. The power output is 62 b.h.p. at 6,150 r.p.m., the compression ratio is 9.5 to 1, and the carburettor is a Weber 30 DIC. The type number is OT 1000. A much more radical conversion is applied to the OTR 1000 Coupé, the Spider not being available in this advanced form. The inclined-valve head has four inlet ports, to which two horizontal twin-choke Solex carburetters are fitted. Although the engine remains at the rear, the water radiator and an oil radiator are mounted behind a grille at the front of the car. The power output is 74 b.h.p. at 6,500 r.p.m. and this is sufficient to propel the well-profiled little car at 107.5 m.p.h. The alterations have no effect on the interior accommodation of the car, the eye-catching Coupé remaining a thoroughly practical 2 + 2.

RECENTLY INTRODUCED by Philips Electrical was a cassette-loaded car tape recorder. It is a development of the battery pocket tape recorder introduced last year, but attached to the special mounting unit in the car can operate off the car battery supply, while playback is through the car radio system. The whole unit, complete with cassette-loaded tape recorder type EL3301 (the pocket-type), car mounting unit and four tape cassettes, costs £42, but for those who already have one of the tape recorders, the mounting unit on its own, type EL3794, costs £12 10s. Philips car radios, record-players and their recently brought out car radio/portable are well known for their sound engineering and quality—the model 236T car radio (£18 7s. 6d.) was recently tried by us in a Mini. It proved of excellent quality, giving superb reproduction—until somebody stole it!

ON SUNDAY there is the last meeting of the season at Ingliston, near Edinburgh, the main award being the Lombank Trophy. This race will decide the Ingliston championship for *Formule Libre* cars, covering six meetings over the season. With prize money totalling £220 it will be a 50-lap two-part event and the Lombank Trophy champion should emerge from Alan Rollinson (Brabham F2), Willie Forbes (Elva-B.M.W.) or Bill Stein (Ecosse-Climax) who are the first three on points over the season to date. But in this final event they and other competitors will have the hot competition of Mike Beckwith who is bringing the Normand team's Brabham F2 to Ingliston for the first time.

TREVOR BLOKDYK, who was regrettably badly injured at Albi last Sunday, would like it known that he did not spin at Monthléry the week before, but was purely delayed by the handkerchief blocking up his radiator.

Aston-Martin DB6

A NEW Aston Martin model is an event of the greatest importance in the high-performance car field. The DB6 has the well-known 4-litre six-cylinder engine, having three SU carburettors in standard form for 282 b.h.p., or three twin-choke Webers, giving 325 b.h.p. to the Vantage engine. The wheelbase has been increased by 3½ in. and the saloon is now a genuine four-seater. A great deal of aerodynamic research has enabled the drag to be reduced, with a consequent speed increase, but much more important is the improved stability. The aerodynamic lift, which was previously applied to the rear wheels, has been halved, giving better grip and traction. A drophead body, called the Volante, is also available. A ZF five-speed manual gearbox, or the new Borg-Warner Model 8 automatic transmission, may be specified to choice. Irrespective of the type of transmission or of the engine model specified, the price is the same at £4,998 inc. p.t.

Official confirmation

IT HAS BEEN confirmed that Sir John Whitmore is the European Touring Car Champion for 1965. Throughout the year he has driven in the Alan Mann Lotus Cortina team and has won every event apart from the opening round at Monza in March—a fantastic achievement! Dutchman Ed Swart and Belgian Jacky Ickx both have class wins to their credit and, in the battle of the *marques*, Fiat-Abarth, Lotus Cortina and Ford Mustang emerge winners. Further details are appended below:

The drivers

Up to 1,000 c.c.: 1, Ed Swart, 61 pts.; 2, Kurt Ahrens, 30; 3, Klaus Steinmetz, 24; 4, Leo Cella, 23; 5, Herbert Demetz, John Anstead and Roy Pike, 18. 1,001-2,000 c.c.: 1, Sir John Whitmore, 81; 2, Peter Procter, 34; 3, Roberto Bussinello and Hubert Hahne, 30; 5, Andrea de Adamich, 24; 6, Sandro Arcigni, Jack Sears, John Handley and John Terry, 18. Over 2,000 c.c.: 1, Jacky Ickx, 18; 2, Lucien Bianchi, 12; 3, Roy Pierpoint, 11; 4, Pius Zund, 9; 5, Bo Ljungfeldt and C. Tuerlinckx, 6.

The cars

Up to 1,000 c.c.: 1, Fiat-Abarth, 135 pts.; 2, Mini-Cooper, 52; 3, D.K.W., 29; 4, Saab, 10; 5, Steyr-Puch, 2. 850 c.c. division: 1, Fiat-Abarth, 99; 2, D.K.W., 63; 3, Saab, 58. 1,000 c.c. division: 1, Fiat-Abarth, 135; 2, Mini-Cooper, 68; 3, D.K.W., 8. 1,001-2,000 c.c.: 1, Lotus Cortina, 117; 2, Alfa Romeo, 49; 3, B.M.W., 44; 4, Mini-Cooper, 33; 5, Lancia, 5. 1,300 c.c. division: 1, Mini-Cooper, 135; 2, Glas, 21; 3, Alfa Romeo, 13. 1,600 c.c. division: 1, Lotus Cortina, 123; 2, Alfa Romeo, 66; 3, B.M.W., 2. 2,000 c.c. divisions: 1, B.M.W., 119; 2, Lancia, 52; 3, Volvo, 11. Over 2,000 c.c.: 1, Ford Mustang, 27; 2, Pontiac, 8; 3, Jaguar, 4; 4, Alfa Romeo, 2; 5, Chevrolet, 1. 3,000 c.c. division: 1, Alfa Romeo, 18; 2, Mercedes-Benz, 12; 3, Fiat, 9. Over 3,000 c.c. division: 1, Ford Mustang, 27; 2, Pontiac, 8; 3, Jaguar, 4.

INTERNATIONAL RACE MEETINGS

World Championship Grand Prix races are given in bold capitals; sports (group 4) and sports-prototype (group 6) Manufacturers' Championship events are given in bold; European Hill-Climb Championship events are given in italics. F1=Formula 1; F2=Formula 2; F3=Formula 3; T.F.=Tasman formula (2½-litre single-seaters); S.R.=Sports-racing cars (group 9); S.P. Sports-prototype cars (group 6); S.=Sports cars (group 4); G.T.=Grand touring cars (group 3); T.=Touring cars (groups 1 and 2); TS.=Special touring cars (group 5); S.C.=Stock cars (American formula); F.L.=Formule Libre (unlimited sports and single-seaters).

JANUARY

- 1 SOUTH AFRICAN GRAND PRIX, East London (F1).
- 8 New Zealand Grand Prix, Pukekohe (T.F.)
- 15 Vic Hudson Memorial Trophy, Levin, New Zealand (T.F.).
- 22 Lady Wigram Trophy, Christchurch, New Zealand (T.F.).
- 23 Riverside 500-miles, U.S.A. (S.C.).
- 29 Teretonga Trophy, Invercargill, New Zealand (T.F.).

FEBRUARY

- 5-6 Daytona Continental, U.S.A. (S.P., S., G.T., T.).
- 13 Warwick Farm 100-miles, Australia (T.F.).
- 19-20 Pomona, U.S.A. (dragsters).
- 20 Australian Grand Prix, Lakeside (T.F.).
- 27 Daytona 500-miles, U.S.A. (S.C.).
- 27 Sandown Park 100-miles, Australia (T.F.).

MARCH

- 5-7 Longford, Tasmania, Australia (T.F.).
- 25 Sebring 4-hours, U.S.A. (T.).
- 26 Sebring 12-hours, U.S.A. (S.P., S-1, 2, 3, G.T.).
- 27 Atlanta 500-miles, U.S.A. (S.C.).

APRIL

- 2 Oulton Park, G.B. (F2, F3, TS.).
- 8 Snetterton, G.B. (S.R., F3, TS.).
- 10-11 Singapore (F.L.).
- 11 Goodwood 100-miles, G.B. (F2, F3, S.R., TS.).
- 17 Pau Grand Prix, France (F2, F3).
- 17 Vienna Prix, Aspern (S., G.T., T.).
- 24 Eifel Cup, Nürburgring, Germany.
- 24 Trenton 100-miles, U.S.A.
- 24 Juan Jover Trophy, Spain (F2, F3, S., G.T., T.).
- 25 Monza 1,000-kms. and F. Caracciolo Cup, Monza, Italy (S.P., S-2, 3).
- 25 Syracuse Grand Prix, Sicily, Italy (F1, F2).
- 30 Tourist Trophy, Oulton Park (S.R.).

MAY

- 1 Yankee 300-miles, U.S.A. (S.C.).
- 8 Targa Florio, Sicily, Italy (S.P., S-2, 3).
- 14 Daily Express Trophy, Silverstone, G.B. (F1 or F2, S.R., S., TS.).
- 15 Paris Grand Prix, Montlhéry, France (F2 or F3, S.P., S., G.T., T.).
- 22 MONACO GRAND PRIX, Monte Carlo (F1).
- 22 Spa Grand Prix, Spa-Francorchamps, Belgium (S.P., S-2, 3).
- 28-29 Mont Tremblant-Ste. Jovite, Canada (S.R., S., G.T.).
- 30 Crystal Palace, G.B. (F2, S.R., S., TS.).
- 30 Indianapolis 500-miles, U.S.A.

JUNE

- 3-4 Mosport 200-miles, Canada (S.R., S., G.T.).
- 5 Nürburgring 1,000-kms., Germany (S.P., S-2, 3, G.T.).
- 10-12 Circuit of Porto, Portugal (F3, G.T., T.).
- 12 BELGIAN GRAND PRIX, Spa-Francorchamps (F1).
- 12 Rossfeld hill-climb, Germany.
- 18-19 Le Mans 24-hours, France (S.P., S.).
- 19 Rome Grand Prix, Vallelunga, Italy (F2).
- 26 Auvergne Trophies, Clermont-Ferrand, France (F2, F3, S., T.).
- 26 Mont Ventoux hill-climb, France.

JULY

- 2-3 Rheims 12-hours, France (S.P., S.) and Rheims Grand Prix (F2, F3).
- 3 FRENCH GRAND PRIX, Rheims (F1).
- 3 Nürburgring 6-hours, Germany (T.).
- 4 Firecracker 400-miles, U.S.A. (S.C.).
- 9-10 Mont Tremblant-Ste. Jovite, Canada.
- 10 Solitude Grand Prix, Germany.
- 10 Trento-Bondone hill-climb, Italy.
- 16 R.A.C. BRITISH GRAND PRIX, Brands Hatch (F1, S.R., TS.).
- 17 Circuit of Mugello, Italy (S.).
- 17 Trenton 150-miles, U.S.A.
- 17 Rouen Grand Prix, France (F2, F3).
- 22-24 Circuit of Cascais, Portugal (F3, G.T., T.).
- 23-24 24-hours of Francorchamps, Spa-Francorchamps, Belgium (T.).
- 24 DUTCH GRAND PRIX, Zandvoort (F1).

The international calendar for 1966

- 24 Hoosier Grand Prix, Indianapolis Raceway Park, U.S.A.
- 24 Cesana-Sestriere hill-climb, Italy.
- 30 Silverstone, G.B. (S.R., TS., S., F3).
- 31 Freiburg hill-climb, Germany.

AUGUST

- 7 GERMAN GRAND PRIX, Nürburgring or Hockenheim (F1).
- 7 Langhorne 150-miles, U.S.A.
- 7 Enna Cup, Pergusa, Sicily, Italy (S-1).
- 14 Mediterranean Grand Prix, Enna, Pergusa, Sicily, Italy (F1).
- 15 Pergusa Grand Prix, Enna, Sicily, Italy (F2).
- 21 Canon Races, Karlskoga, Sweden (F2, S., G.T., T.).
- 28 Swiss Mountain Grand Prix—also Constructors' Championship (S-1, 2, 3).
- 28 Surfer's Paradise, Australia (T.F.).
- 29 Guards International Trophy, Brands Hatch (S.R., S., TS., F3).

SEPTEMBER

- 3-4 Road America 500-miles, Elkhart Lake, U.S.A. (S.R., S.P., S., G.T.).
- 4 ITALIAN GRAND PRIX, Monza (F1).
- 4 Zandvoort, Holland (F3, G.T., T.).
- 4 Nürburgring 500-kms., Germany.
- 4-5 Indianapolis Raceway Park, U.S.A. (dragsters).
- 8-17 Tour de France (S., G.T., T.).
- 10-11 Mont Tremblant-Ste. Jovite, Canada (F3, G.T.).
- 11 Austrian Grand Prix (S-1, 2, 3).
- 17 Gold Cup, Oulton Park, G.B. (F1 or F2, F3, S.R.).
- 17-18 Bridgehampton Double-500-kms., U.S.A. (S.P., S-1, 2, 3, G.T.).
- 18 Gaisberg hill-climb, Austria (S., G.T., T.).
- 18 Coupe de Vitesse, Montlhéry, France (F2, F3).
- 23-24 Canadian Grand Prix, Mosport, Canada (S.R.).
- 25 Albi Grand Prix, France (F2, F3).
- 25 Trenton, U.S.A.

OCTOBER

- 1-2 UNITED STATES GRAND PRIX (F1).
- 2 Circuit Bugatti au Mans, France (F2, F3).
- 8-9 Northwest Grand Prix, U.S.A. (S.R., S.P., S., G.T.).
- 9 Coupe du Salon, Montlhéry, France (F2, F3, S.P., G.T., T.).
- 9 Tyrol Prix, Innsbruck, Austria (S., G.T., T.).
- 15-16 Laguna Seca, U.S.A. (S.R., S.P., S., G.T.).
- 16 Paris 1,000-kms., Montlhéry, France (S.P., S., G.T.).

- 16 Danube Cup, Austria (S., G.T., T.).
- 23 MEXICAN GRAND PRIX, Mexico City (F1).
- 29-30 Riverside, U.S.A. (S.R., S.P., S., G.T.).

NOVEMBER

- 8 Sandown Park, Australia (T.).
- 12-13 Las Vegas, U.S.A. (S.R., S.P., S., G.T.).
- 27 (or Rhodesian Grand Prix, 4 December)

DECEMBER

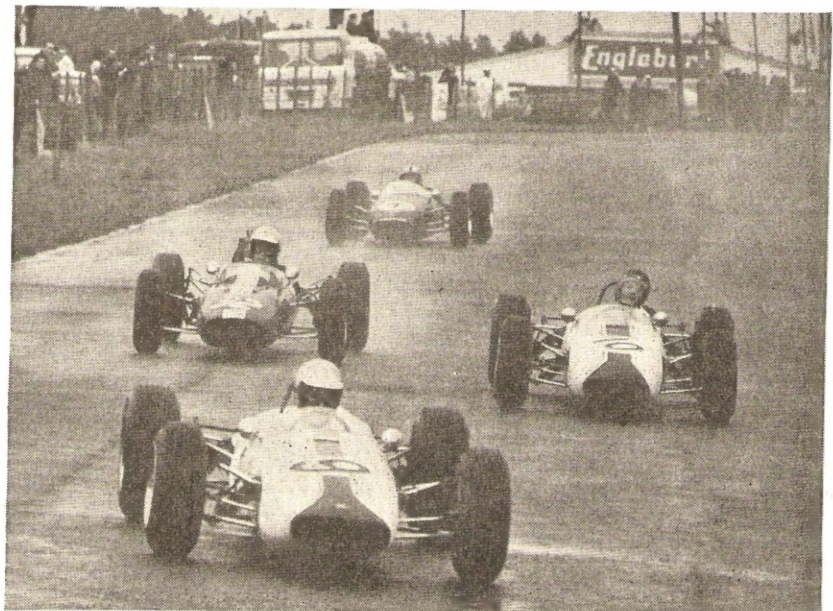
- 3-12 Bahamas Speed Week, Nassau (S.R., S.P., S., G.T., T.).

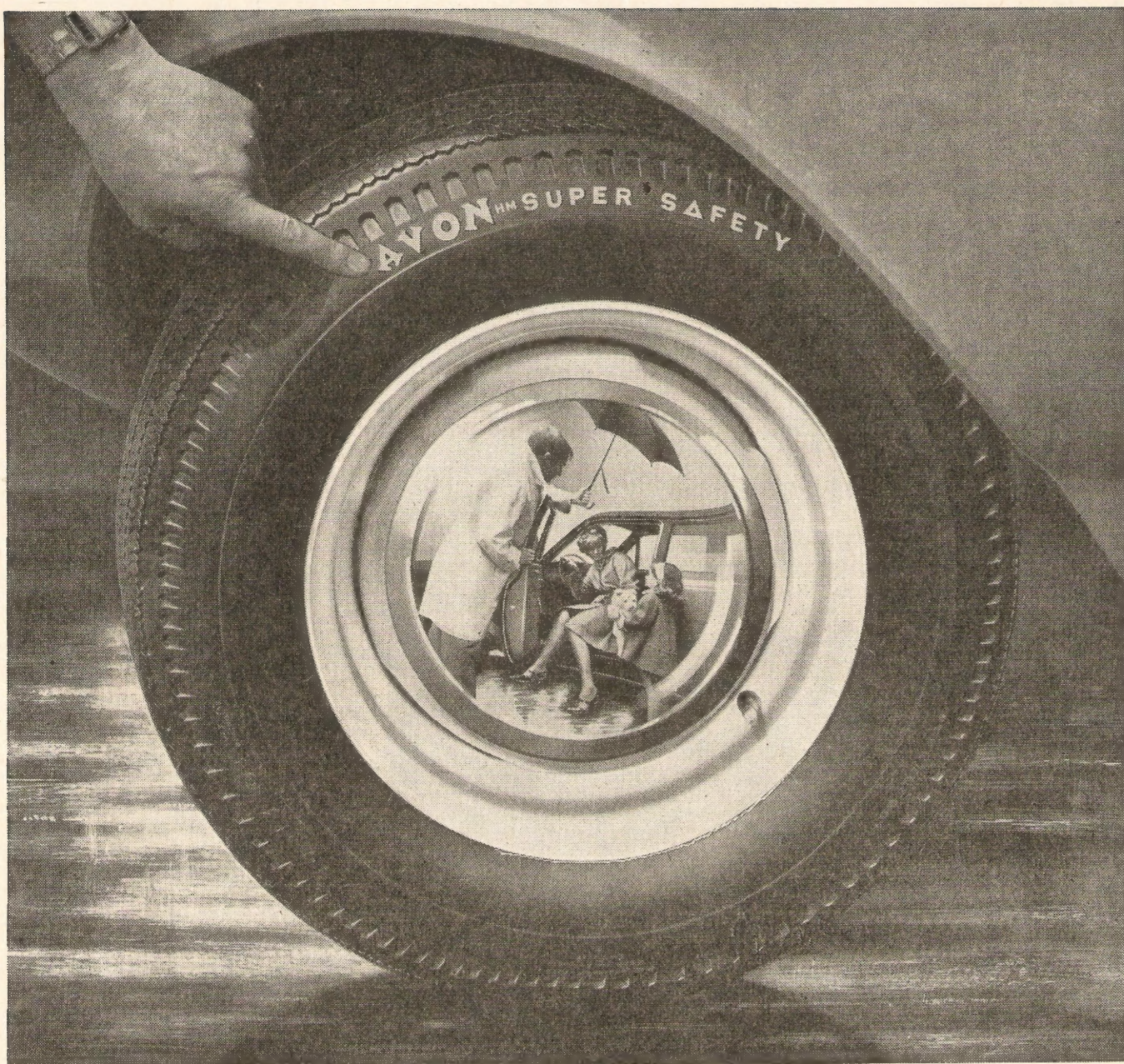
EUROPEAN CHAMPIONSHIP RALLIES

- 14-22 January, Monte Carlo Rally, Monaco.
- 7-13 February, Swedish Rally.
- 24-27 February, Rally of the Flowers, Italy.
- 25-29 April, Tulip Rally, Holland.
- 12-15 May, Austrian Alpine Rally, Austria.
- 26-29 May, Acropolis Rally, Greece.
- 10-12 June, Geneva Rally, Switzerland.
- 13-17 July, German Rally.
- 3-6 August, Polish Rally.
- 19-21 August, Rally of the 1,000 Lakes, Finland.
- 5-10 September, Alpine Rally, France.
- 7-9 October, Munich-Vienna-Budapest Rally, Hungary.
- 19-25 November, R.A.C. Rally of Great Britain.

OTHER IMPORTANT INTERNATIONAL RALLIES

- 11-12 February, Canadian Winter Rally.
- 11-13 February, Rallye des Routes du Nord, France.
- 26-27 February, Rally of the Snow, Finland.
- 11-13 March, Lyon-Charbonnières-Stuttgart-Solitude Rally, France.
- 26-27 March, Mobil Economy Run, G.B.
- 7-11 April, East African Safari Rally, Kenya.
- 8-12 April, Circuit of Ireland, G.B.
- 30 April-6 May, Shell 4,000 Rally, Canada.
- 30 May, Scottish Rally, G.B.
- 23-25 June, London Rally, G.B.
- 22-28 August, Marathon de la Route, Belgium.
- 30 August-3 September, Total Rally of South Africa.
- 1-10 September, Tour of Europe, Germany.
- 9-11 December, Welsh Rally, G.B.



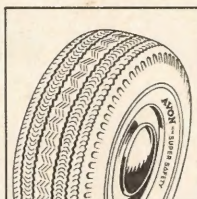
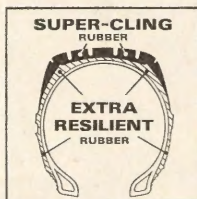


Go with Super Safety



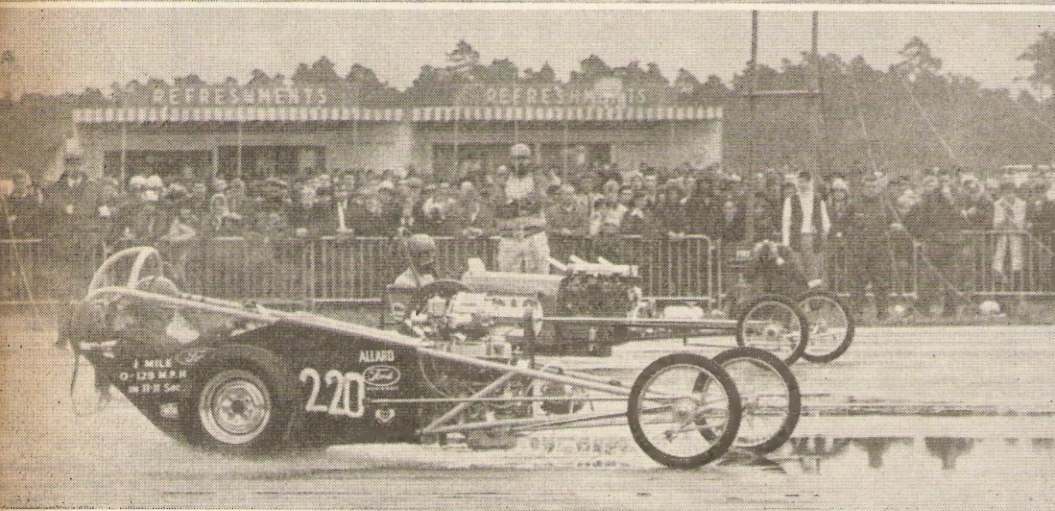
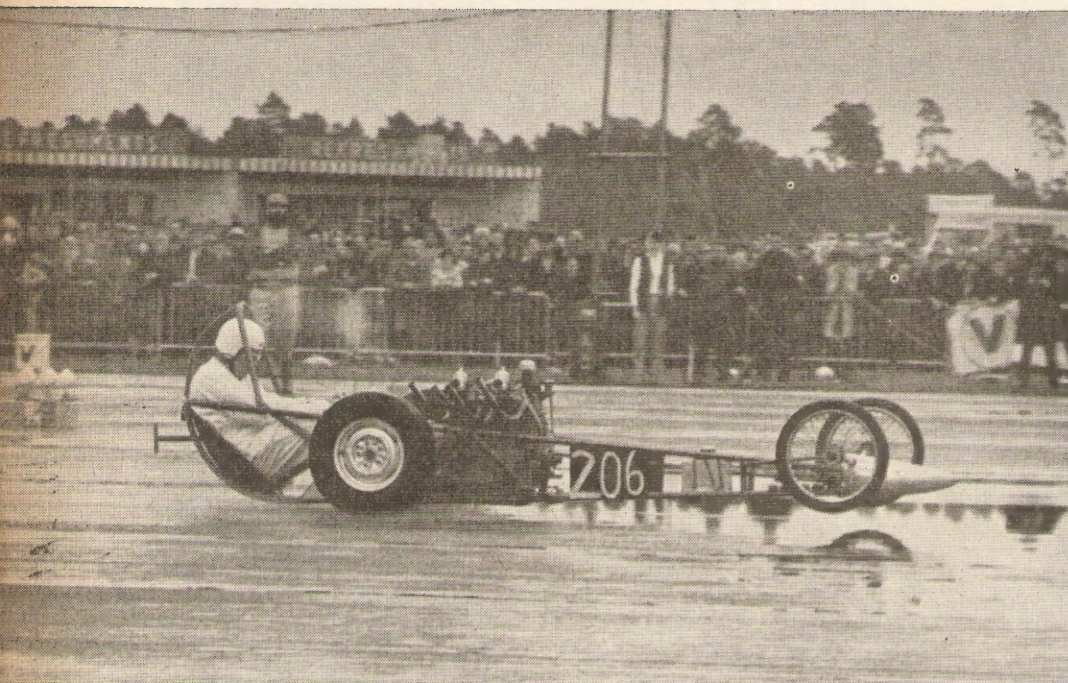
-and higher mileage too!

If peace of mind means as much to you as saving money . . . if you want the utmost wet road adhesion when conditions are at their worst . . . you want Avon's latest, greatest tyre—**SUPER SAFETY**. Its unique twofold construction, advanced tread features and rounded shoulders give all the extra safety of special rubbers *plus* higher mileage. Ask your garage or tyre man about **AVON SUPER SAFETY**.

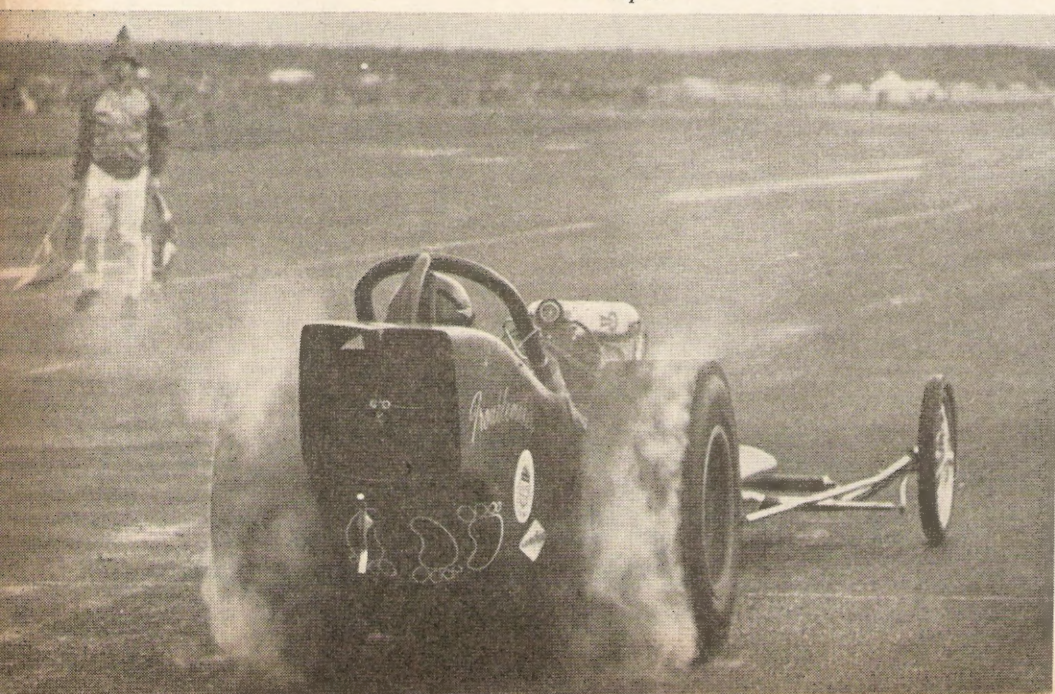


Only Avon's twofold construction unites cool-running undertread and sidewalls with 'cling' rubber tread to give 38% more wet road grip plus higher mileage! And, new on Super Safety, broad outer ribs with fully contoured rounded shoulders improve steering stability at high speeds.





BRITISH DRAGSTER. D. M. Metcalf's TR2-engined machine raises its front wheels—making the rear look dangerously close to the ground (top). **ROBBIE MACKIE** (Allard Dragon) and John Harrison (Atlantic Dragster) with toes down together (above). **WITH THE TRACK** just damp, Buddy Cortines leaves the line in Troublemaker for the second dragster run of the day and best terminal velocity—179 m.p.h.



THE British Drag Racing Association, together with the Allard O.C., are to be congratulated on their courageous efforts last weekend at Blackbushe Airport on the occasion of the Second International Dragfest.

The least said about Saturday's runs the better, as old man weather certainly sent the liquid pelting down to the consternation of all present, not the least the U.S. Drag Racing Team drivers who were quite unable to run. Amazingly, what part of the programme was splashed through on the Saturday was most swiftly run through, but no doubt the Clerk of the Course, Mike Parker, had something to do with this, swiftly run meetings being his speciality whatever facet of motoring sport one cares to think about.

Despite a gloomy forecast many returned to Blackbushe the following day hopefully to see some racing, and, despite the intermittent showers, what racing it was! Each of the U.S. drivers had a go starting off, with popular Team Captain Bob Keith in his Chrysler-powered device running on dope for the first time. The accompanying table will show Bob's time together with the rest of his teams' times and terminal velocities. At no time was the surface dry and even though the sun shone brightly for the last two or three hours of the meeting, the back-up runs made by five of the team were still double-dodgy, the last year's performances of Ivo and Garlits in the low 8s

A drag in the wet

**Weather upsets B.D.R.A.'s
two day event at
Blackbushe Airport**

By BRIAN SPARROW

Photography by PETER BURN

nearing 200 m.p.h. being quite out of the question.

The genuine appreciation of the very good crowds present really touched the American visitors who reciprocated these feelings magnificently. The organisation was far, far better than last year, from the Press releases (in Ken Best's hands) to the marshalling personnel, who really got soaked both days.

But what of the British competitors?

Alan Allard was undoubtedly the man of the moment with an over 150 m.p.h. run in dad's long, long (155 in. wheelbase) stainless steel dragster using the Chrysler-cum-Dodge motor with crankshaft drive on forward mounted G.M.C. truck supercharger from the "original" big Allard Dragster.

British bobsleigh team man Norman Barclay in the Croft Drag Racing Partnership ex-Bob Keith Chevrolet powered device was next best with a 140 m.p.h. run.

Allan Herridge in the Dragster Developments V8 Cadillac powered machine managed 12.31 secs. at 117 m.p.h. in the rain before a broken half-shaft put him out of the running.

Peter Meldrum in his Dragon-powered Lotus 22 crossed the line on one of his runs as fast as the Dragon-Allard Dragster has ever gone, but his s.s. time was not so quick. One wonders what Peter's dry time and speed could be. Who knows, Colin Chapman might have designed a dragster by mistake and, like at

Indy, has the makings of a machine to beat the Americans at their very own game.

Of the other entries mention must be made of Jerry Jackson's remarkable Rochdale Olympic which has done so well using a 1,500 c.c. Holbay-Ford power unit. However, his success was shortlived as, most surprisingly, the ex-John Sutton 997 c.c. Marcos-Ford of Watford Motor Accessories' Ken Bunnage left the Rochdale behind on the final run-off.

John Filbee's remarkable E-type, resplendent in black and red and sporting a set of Tech-Del wheels, saw off the fabulous green GTO Ferrari of Jack Pearce after the latter had eliminated his other Ferrari (the ex-Chris Kerrison 250GT Speciale) driven by team-mate David Bueb.

AUTOSPORT man Paddy McNally was successful in his class driving his silver Shelby Cobra.

An interesting entry in the small saloon class was that of Peter Wardle in his Hermes Renault R8 powered by a 1,594 c.c. twin-cam Ford unit, again using Tech-Del wheels on the rear only. A missed change put this likely winner out of the running in the first round, leaving George Lawrence in his streamlined-nosed Mini-Cooper S to win.

Howard Parkin in his Jensen-Chrysler just vanquished the Chevrolet-powered Wemyss Gordon-Keeble.

Arthur Mallock got in the money again in his amazing U2 sports, using his experience to leave the line slowly in the damp and then open out to beat larger-engined machines.

Tom Gibson's ex-Moss C-type Jaguar really had a field day, beating sports-racing machinery utilising more modern examples of the Jaguar power unit and driven by such names as Wilson, Beckett and Tindell.

David Good's Lola T70 had a spluttering day—such a shame, for his race with John Dean's Lotus 30 could have been quite something both these cars being Ford V8 powered.

In the big racing class, Chris Summers's Lotus-Chevrolet 24 showed the way to Peter Meldrum in the Dragon-powered Lotus during the final run-off, Chris adding excitement to an already dramatic day by spinning on crossing the line during the morning time trials, and then managing to hang the tail out when dicing with Jim Gavin in the Supersport Engine's Deep Sanderson Twini-Mini.

Colin Glass in Denis Jenkinson's Bristol-powered Dragon won the smallest dragster class, vanquishing Peter Huggin's converted Buckler kart-cum-dragster with 650 c.c. Triumph twin replacing the usual 200 c.c. two-stroke screamer.

Rob Mackie took over the driving chore of the Allard Dragon from Alan Allard, who was otherwise engaged with bigger things. This Allard was won by 18-year-old Chris Patterson in a magazine competition and Chris elected that Rob should pilot his new toy for him seeing that the dragfest was worth money to him. Just as Rob takes over international rally driving from Alan Allard, he effectively took over the skittish rail and first time out brought the lolly home to Chris.

Two Jaguar-powered devices were in evidence, both Wade-blown Norman Hills' Houndog 2 and Jeff Theobalds' version all the way from Exeter.

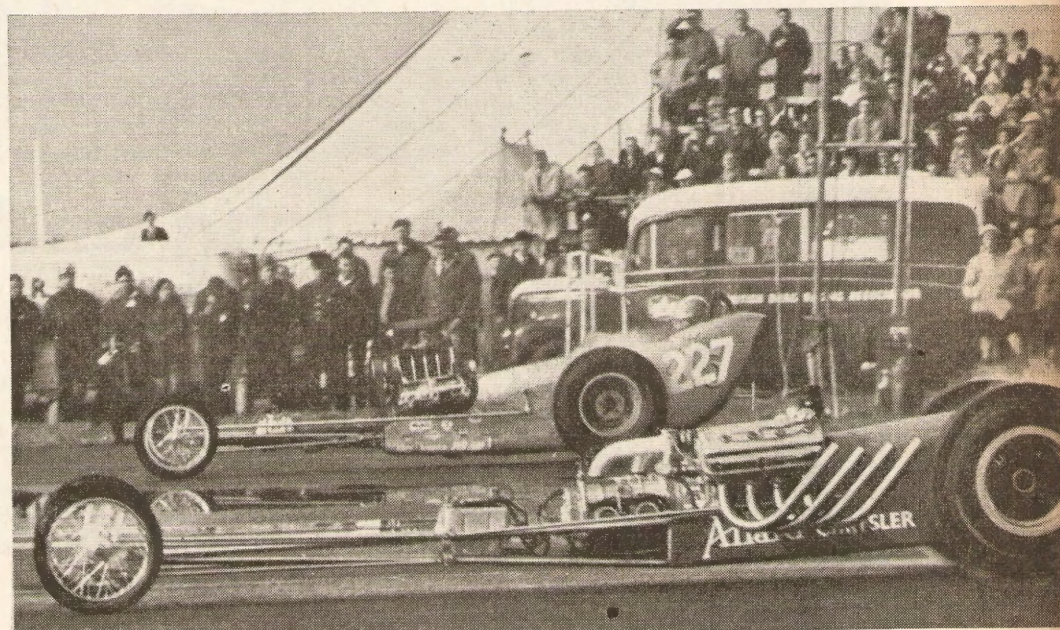
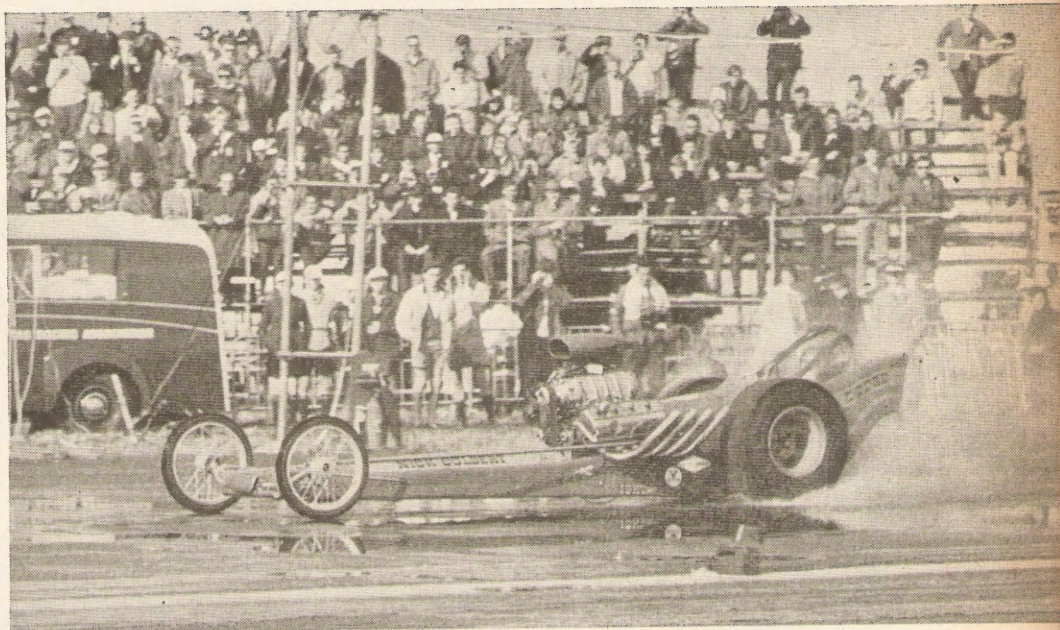
Such are the workings of eliminators that everyone had a chance, and it is to be hoped that the drag racing image has been increased in stature by the goings on, and that the disappointment caused by the inclement weather will not deter others from joining in the fun. Only time will tell. We British need a lot of persuasion that drag racing is not just a once year event.

	1st	2nd
Bob Keith ..	9.40 s. (142*)	10.80 s. (137)
Tony Nancy ..	11.35 s. (134)	
Danny Ongais ..	9.62 s. (120)	9.76 s. (150)
Nick Colbert ..	13.67 s. (106)	9.14 s. (177)
Buddy Cortines ..	8.78 s. (179)	9.63 s. (169)
Chuck Griffith ..	9.57 s. (148)	
Garry Casady ..	11.95 s. (125)	9.41 s. (150)
Merek Chertkow ..	10.44 s. (128)	

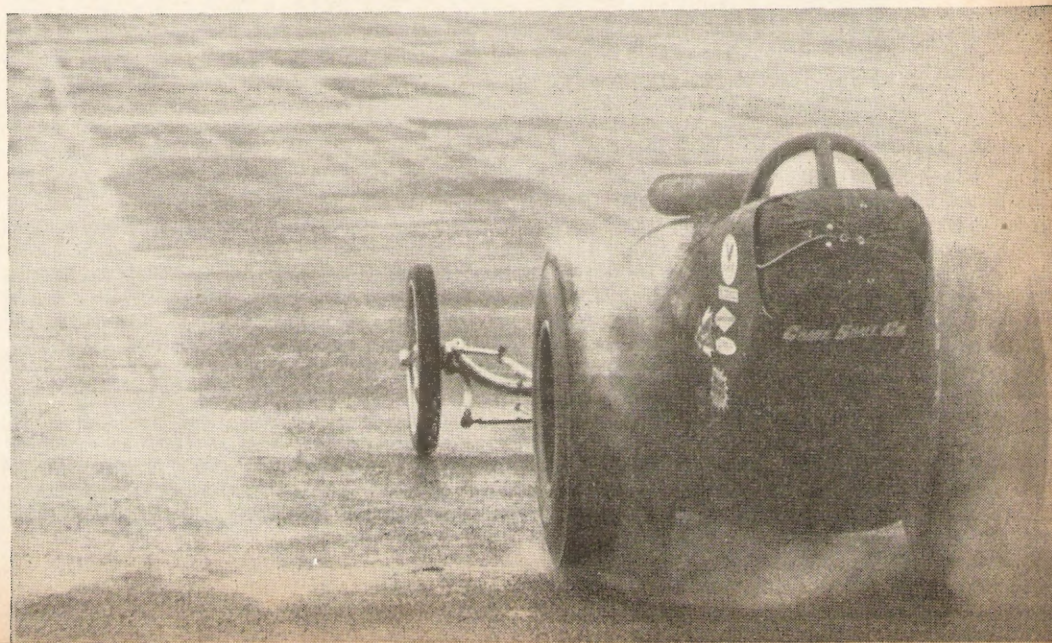
* Nos. in parentheses denote finishing speed.

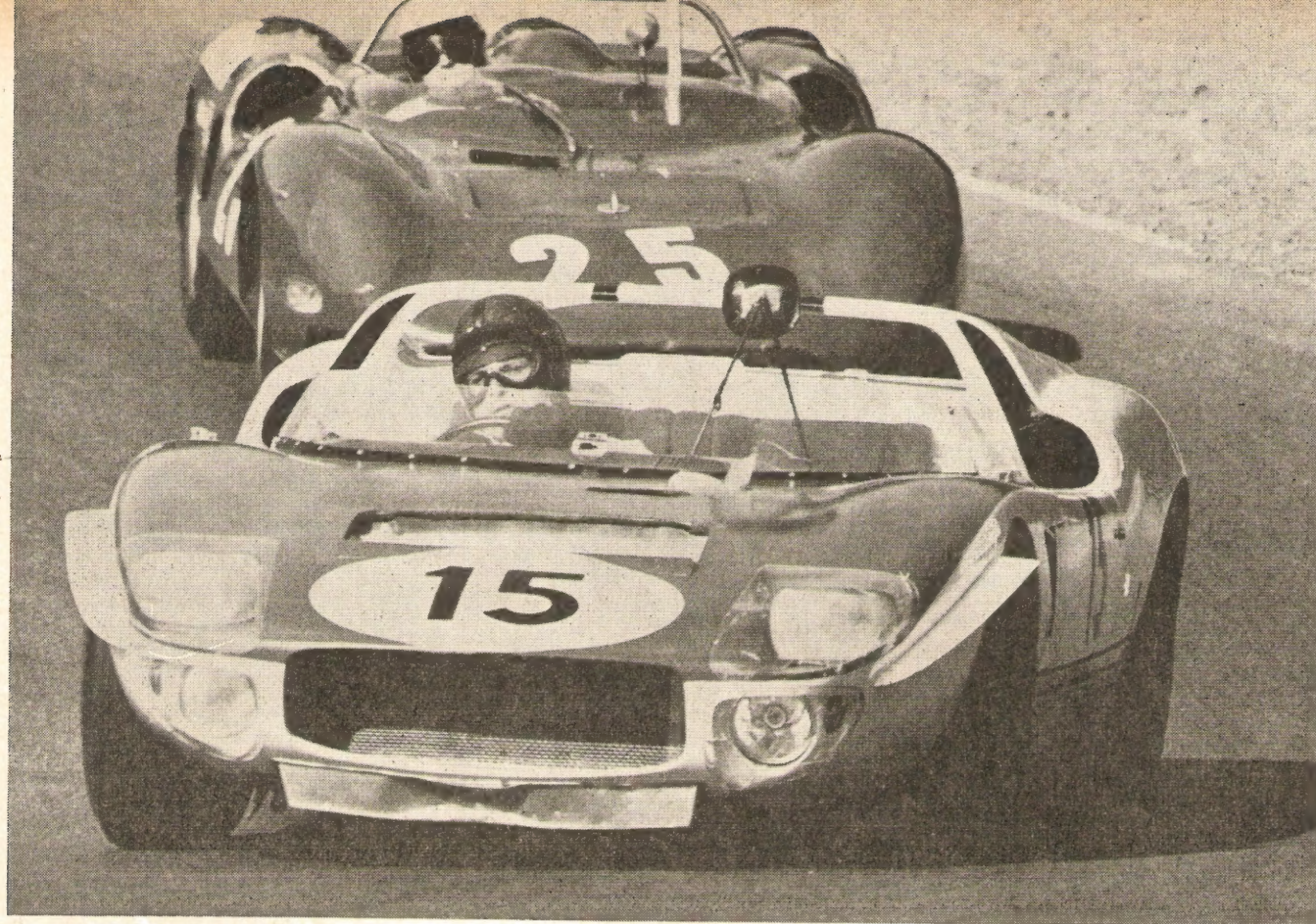
RESULTS

Class winners on elimination times: J. Jackson (Rochdale Olympic 1500), 15.3 s.; J. Filbee (Jaguar E), 13.81 s.; P. S. McNally (Shelby American Cobra), 13.56 s.; P. Wardle (Renault R8-Ford 1594), 14.82 s.; M. Bowler (Ford Falcon 4727), 14.94 s.; A. C. Wemyss (Gordon-Keeble-Chevrolet), 14.64 s.; K. Wilson (Lister-Jaguar), 13.87 s.; J. Dean (Lotus-Ford 30), 12.37 s.; R. D. Lee (Terrier-L.R.M.-Ford 1498), 14.58 s.; C. Summers (Lotus-Chevrolet 24), 12.2 s.



NICK COLBERT drives through a puddle at the start of his first run (top). ALAN ALLARD with his father's Chrysler-powered dragster and Norman Barclay in the Croft Drag Racing Partnership's ex-Bob Keith rail (above). SOME FEW SECONDS after this picture was taken Danny Ongais got his dragster very sideways. It was very wet, as can be seen (below).





THE first two races of the North American Fall Championship resulted in an easy win for John Surtees at Mont Tremblant, and a hard-fought victory for Jim Hall at Mosport Park. Surtees coasted his Lola-Chevrolet T70 to an easy victory in the Player's Quebec event at Le Circuit Mont Tremblant-St. Jovite, a full 1 min. 11 secs. ahead of David Piper's Ferrari, while Hall in his Chaparral had to fight off Bruce McLaren's McLaren-Elva to win the Canadian Grand Prix at Mosport Park. Both races suffered from depleted fields as numerous cars were wrecked in practice sessions, one of the accidents sending John Surtees to hospital with severe back injuries. He was reported in good condition and recovering.

Player's Quebec

THE first race in the North American series was held on the beautiful Circuit Mont Tremblant-St. Jovite, newly extended from 1.6 to 2.8 miles. The 50-lap feature attracted a good field of entries but not the Chaparrals of Jim Hall and Hap Sharp, which were busy racing at Bridgehampton, New York. John Surtees managed to fit in his practice sessions with the Formula 2 race at Oulton Park and got first place in the starting line-up by turning a lap of 1 min. 44.7 secs. Others were not lucky in practice. Bruce McLaren, whose cars have done remarkably well on the new Laurentian Mountain circuit had his crankshaft break and this, in turn, split the engine block and the transmission. Sherman Decker of Oneonta, New York, rolled his Lola, completely demolishing it, and local driver Peter Lerch wrecked his McKee-Ford after losing a wheel at over 150 m.p.h. and flipping upside down. None of the drivers was hurt, but the race lost much of its lustre. McLaren tried desperately to find a new engine for his car in time for the race but was unable to do so.

With over 30,000 spectators seated among the brightly coloured autumn leaves the race got under way and there was never any doubt about Surtees's victory. One local pundit said it was "like shooting chickens with a howitzer" as the red Lola outclassed the field from start to finish. Charles Hayes of Chicago managed

John and Jim score firsts in Canada

The first two races in the North American sports car series

By BOB MacGREGOR

to stay second within sight of Surtees until David Hobbs (Lola-Chevrolet T70) passed him on the sixth lap. Hayes held third for another half dozen laps until he took his McLaren-Elva-Chevrolet out of the race with broken suspension. Hugh Dibley, meanwhile, who had suffered a great deal of engine bothers in the practice sessions, was having more problems during the race; he finally retired with a blown head gasket on his Lola. David Piper brought his bright green Ferrari into second place behind Surtees, and Hobbs made it a 1-2-3 sweep for the English drivers. Canadian champion Ludwig Heimrath finished fourth in his McLaren-Elva while Lothar Motschenbacher was fifth in a Cooper-Chevrolet. Earl Jones of Illinois was sixth overall and first in the up to 2-litre class in his Elva-Porsche, while seventh overall and winner of the G.T. class was the Cobra of American Tom Payne.

Surtees picked up almost \$3,000 prize money for the Quebec race and headed for Mosport full of confidence.

Canadian Grand Prix

CANADA'S senior racing circuit, the 2.5 mile Mosport Park, near Toronto, was the scene of the Canadian Grand Prix for the Pepsi-Cola Trophy, and Canadian racing fans were shocked and saddened when John Surtees, a popular driver here, crashed his Lola at corner one during a practice session. Surtees was out trying to lower the track record when his hub carrier broke, sending the car into a guard rail on a downhill right-hand bend. Up until then the car had been running

perfectly, but the hub carrier, which apparently had been badly cast, proved to be a weak point, resulting in Eric Broadley's decision to withdraw the Lola of Jackie Stewart. Bruce McLaren was out setting some blistering practice times, finally settling on 1 min. 27.2 secs. which was the same as the lap record set earlier in the year by Jim Hall's Chaparral. Surtees, before his crash, had done the same time. Hall had his difficulties in the practice sessions when his big Chevrolet engine blew and his Texas crew had to work all night to replace it.

The organisers decided to introduce the Indianapolis type start to the Mosport circuit, and the cars were lined up behind a pace car in two rows. McLaren and Hobbs were on the front row, followed by Pedro Rodriguez in a Ferrari 365P2 and Chris Amon, with the Ford GTX making its race debut. Jim Hall, with no official qualifying time, was back in 18th position, but after the pace lap and the drop of the flag he started to move up quickly.

McLaren charged into the lead on the first corner and within four laps was starting to lap some of the slower cars in the field. Hall, meanwhile, was getting closer and closer. There were several casualties in the early laps when the McLaren-Elva-Chevrolet of Augie Pabst caught fire and burned along with half an acre of grass, and the McLaren-Elva of Ludwig Heimrath came out of the race with a broken wishbone on the front suspension.

FORD AND FERRARI. Chris Amon (McLaren-entered Ford G.T.), who retired with overheating and carburettor trouble, leads the Ferrari 365P2 of David Piper at Mosport.

Dan Gerber also dropped out of the race when his Cooper-Ford struck an official and was damaged. The official suffered a broken leg. None of the drivers was hurt.

Hall ran the first half of the race within 20 secs. of McLaren and they both soon managed to lap the field. Fire broke out again on the course when Herb Swan brought his Elva-B.M.W. to a stop at the side of the road with flames licking from the engine compartment. An official took a few half-hearted squirts at the flame with a fire extinguisher that seemed almost empty, then the smoke and burning petrol billowed high into the sky and the blaze was completely out of control. Both Swan's and Pabst's cars were total losses.

In the second half of the race, McLaren and Hall ran away from the field and Hall pressed the young New Zealander closer on each lap. David Hobbs dropped out on the 53rd lap with a split oil line, leaving Rodriguez and Hayes a clear run for third place honours. From lap 90 to lap 100 the Canadian fans were treated to the most exciting racing duel they have ever seen as McLaren and Hall fought for the lead on almost every turn and every

straight. Hall's Chaparral seemed to be out-handling the McLaren in the corners, but the New Zealander seemed to have the edge going up Mosport's long uphill straight which follows a tight corner. Hall crossed the start-finish line just ahead of McLaren on lap 92 and wouldn't be caught, although Bruce was never more than a few feet behind. The two cars broke the lap record several times with Hall finally setting up a new record of 1 min. 24.9 secs. Bruce made a final effort to get past the Chaparral on the last lap, but couldn't quite make it and had to settle for second place. Pedro Rodriguez, despite a last minute stop for fuel, took third place, five laps behind the leaders and Hayes was fourth almost a minute behind the Mexican ace.

After the race, both McLaren and Hall expressed disappointment that Surtees and Stewart had not been in there dicing it up with them, and they promised to carry on their close racing for the remainder of the North American season, which goes to Kent, Washington, Riverside and Laguna Seca, California, and Las Vegas, Nevada.

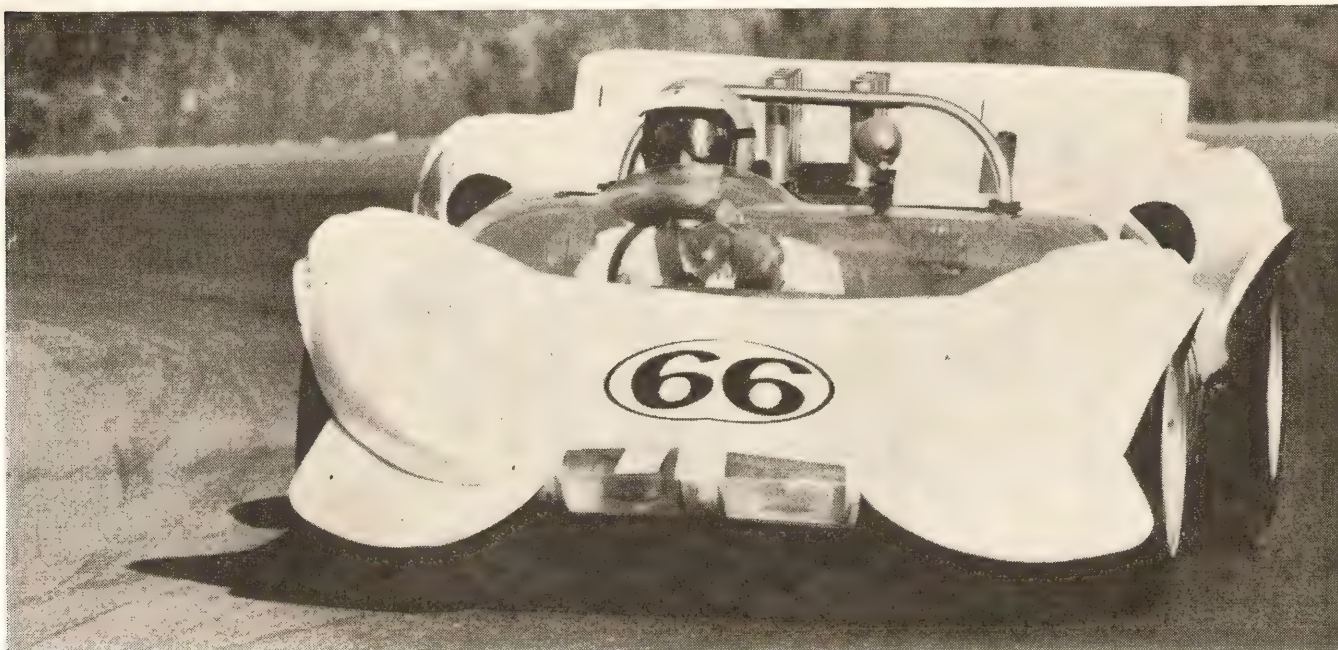
Hall's victory was a popular win for him here, even though McLaren is also a highly

respected driver locally. Many of the fans were delighted to see Hall overcome what has appeared to be a jinx on Canadian tracks.

The North American fall series of races for large-engined sports-racing cars is being conducted on a purely trial basis this year, but the organisers of the various tracks taking part in the series appear confident that the races will attract top machinery from Europe, as well as providing North American drivers with the financial incentive to purchase competitive cars.

RESULTS

100 laps—250 miles: 1, Jim Hall (Chaparral-Chevrolet), 2 h. 27 m. 27.6 s.; 2, Bruce McLaren (McLaren-Elva-Olds 2), 2 h. 27 m. 28.8 s.; 3, Pedro Rodriguez (Ferrari 365P2), 95 laps; 4, Charlie Hayes (McLaren-Elva-Chevrolet 1), 95; 5, David Piper (Ferrari 365P2), 92; 6, L. Molschenbacher (Cooper-Ford), 92; 7, Peter Revson (Brabham-Climax BT8), 91; 8, Doug Revson (Lotus-Climax 23), 90; 9, Joe Buzzetta (Elva-Porsche), 89; 10, Bob Johnson (Cobra), 89; 11, Tom Payne (Cobra), 88; 12, Don Cordts (Chevrolet Corvette), 87; 13, Dennis Coad (Lotus-Climax 19), 87; 14, Eppie Weitzes (Ford Mustang G.T.), 86; 15, Craig Fisher (Ford Mustang), 86; 16, Bud Gates (McLaren-Elva-Chevrolet), 78; 17, Jerry Hansen (McKee-Chevrolet), 78. Fastest lap: Hall, 1 m. 24.9 s.



WINNER at Mosport was Jim Hall in the out-of-this-world-looking Chaparral (above). **THE REMAINS** of the John Surtees Lola Type 70 which crashed at Mosport when a hub carrier broke (left). **AT MONT TREMBLANT** David Piper, who was second overall, leads the 1964 Canadian champion, Ludwig Heimrath (McLaren-Elva-Ford), past the pits and B.P. tower.



THE T.V.R. is a small sports coupé which has been built in various forms for a number of years, powered by different proprietary engines. A feature of the car has always been its multi-tubular chassis forming, in effect, a backbone. The seats are outside this main central frame, so the car is fairly wide, and the body is of unstressed glassfibre construction.

Originally, the T.V.R. had trailing arm suspension derived from the Volkswagen. This gave insufficient lateral stability and the suspension is now by wishbones and helical springs all round, with anti-roll bars. In front, Triumph suspension components and rack-and-pinion steering are used. At the rear, all the parts are made by T.V.R., and enormously rugged drive shafts of 1½ in. diameter transmit the power to the rear hubs. Girling disc brakes are fitted all round.

The power unit of the Griffith is a Ford V8 of 4,727 c.c. This unit can be

had in various states of tune, and the test car had the high-performance version, which gives 271 b.h.p. at 6,000 r.p.m. in standard form. However, three twin-choke Holley carburettors were fitted, and at least 285 b.h.p. must have been available, and probably a lot more, at about 6,500 r.p.m. The four-speed, close-ratio gearbox by Borg-Warner had also been installed.

You don't just drop an engine of this calibre into an existing sports car and live happily ever after. Four months of arduous development work had been done on the test car by Chris Lawrence, so it can be regarded as the prototype of future Griffiths. Deficient in certain details which would be properly installed in production cars, the test machine was nevertheless an extremely potent instrument which had been raced in Continental hill-climbs with success. The Continent seemed the best place for such a rapid conveyance, and I was soon on board the good ship *Free Enter-*

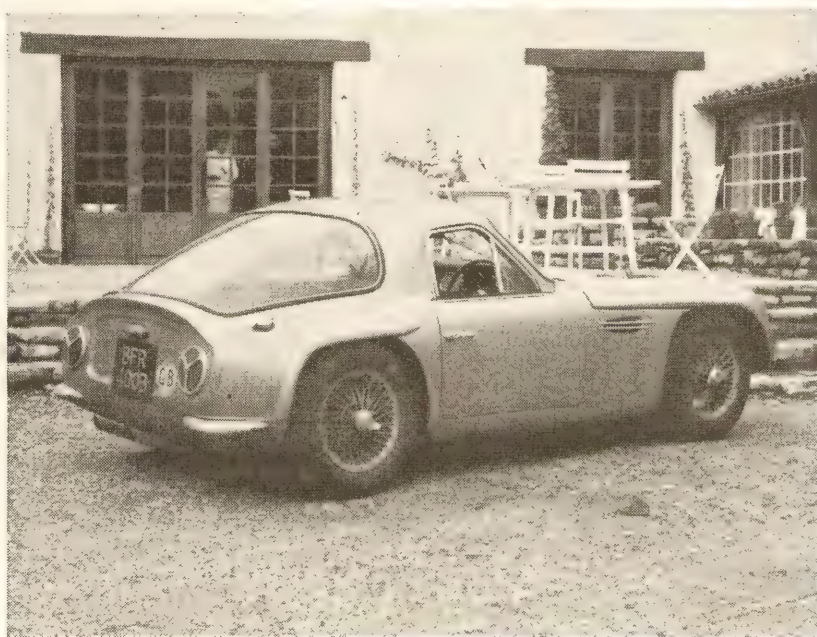
prise 2, making my way to Calais and points south.

The original T.V.R. body was a manx-tailed affair, but a more normal rear end, with a useful luggage boot and the fashionable cut-off tail, has now been grafted on to it. This provides enough space for the baggage of two people on tour. One sits down low beside the high but well upholstered central tunnel, and a delightful little gear lever projects from the top of it. The driving position is comfortable and one can see in all directions, though the scuttle is fairly high.

The whole personality of the car is dominated by the marvellous engine which is fitted to it. The solid valve lifters can just be heard at idling speeds, but thereafter the big unit is as smooth as a dynamo. The central twin-choke carburetter is used at all low and medium speeds, the fuel economy then being comparable with that of a 1½-litre saloon. Further depression of the

The T.V.R. Griffith 200

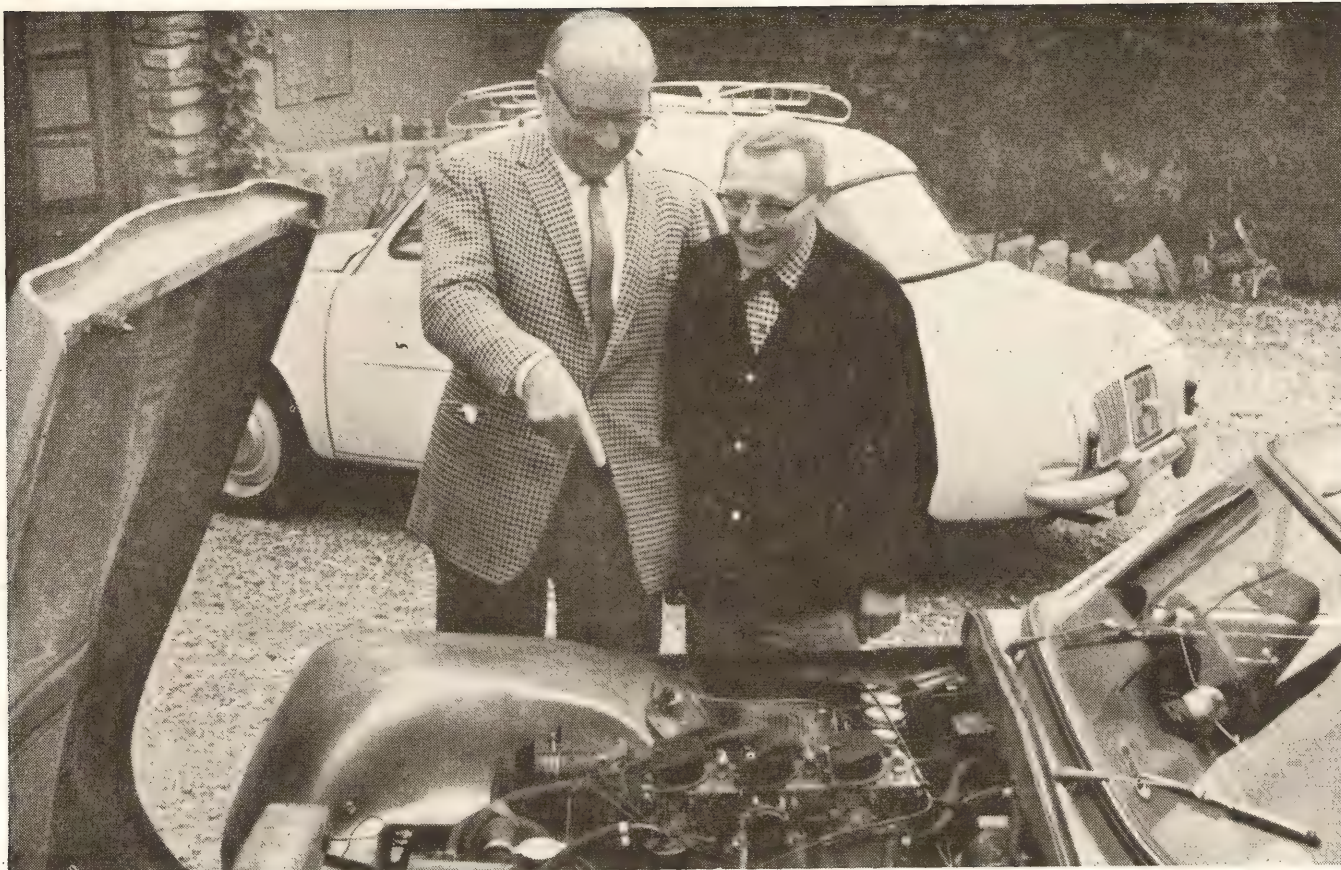
Road test
by JOHN BOLSTER



pedal brings in the other two instruments, but the point is that the change-over is so smooth that it cannot be detected.

With all six chokes in action, the performance is so vivid that it is almost beyond description. Sports cars powered with large American engines are now dominating motor racing, and this T.V.R. gives the sort of acceleration that those dramatic monsters demonstrate on the circuits. The machinery makes just the right noise—never loud but most exciting—and though bottom gear gives an easy 70 m.p.h., it also literally sets the tyres on fire if one is not careful. A snatch into second gives a useful 91 m.p.h. almost instantaneously and third is good for 114 m.p.h.

Yet, the car will throttle down below 20 m.p.h. in top gear and flash up to three-figure speeds with a touch of the toe. Without a torque converter, only a steam car could be more flexible. A smooth and silent 5,000 r.p.m. gives exactly 125 m.p.h., which is an easy and economical cruising speed. It is greatly to the credit of Chris Lawrence that the stability at this speed is first class, in spite of the short wheelbase.



A 4,727 c.c. COBRA V8 engine topped off with three Holley twin-choke downdraught carburettors must be a conversational piece in any language.

He warned me that aerodynamics would rear their ugly little heads at the higher velocities, and this proved to be the case.

Over 150 m.p.h., things become somewhat fraught. One must either choose a still day or risk becoming one of Those Magnificent Men in Their Flying Machines. Those owners—and they will be few—who wish to explore such velocities would be well advised to experiment with “spoilers”. I think that much of the trouble is due to excessive air pressure under the bonnet, for it burst open and rose in front of me, completely blocking my view. Having survived this episode, I acquired a strong rope, but production cars certainly ought to have a strong safety catch.

Nevertheless, the car will reach 163 m.p.h. in a remarkably short distance, with something like 6,500 r.p.m. on the clock, if one dares to spare a glance. It is well balanced on corners, both fast and slow, though bumps and changes of camber may cause a bit of darting about. The steering is quick enough to “kill” any unwanted changes of direction, however.

There is too much kick-back on the steering wheel over rough roads. This is understood, and the necessary change of geometry will be incorporated in production cars. As I had to drive the car at high speeds, racing tyres were fitted for reasons of safety. These tended to give a hard ride, but the average owner, who does not want to exceed 140 m.p.h. habitually, will be more comfortable on normal high-speed tyres. For the same reason, the cornering on wet roads was adequate without being exceptional. There is a marked absence

of roll and though the ride is not luxurious, there is no pitching. The traction, assisted by the limited-slip differential, is excellent under all conditions, the getaway being fantastic.

The test car being a prototype, one may perhaps gloss over a few shortcomings. For example, there is too much engine heat in the cockpit, and one could do with a bit more ventilation. Again, my passenger complained of petrol fumes, though I was having such a whale of a time that I didn't even notice them!

The T.V.R. gives racing performance through the gears and splendid flexibility. It also gives astonishing fuel

economy if the full performance is not used—and it's a brave man who can keep his foot down for long. As a car for long distance touring, it is utterly effortless and a sheer delight. The sensation of unlimited power is something that I shall remember for a long time.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: T.V.R. Griffith high-performance two-seater fixed-head coupé. Price according to individual specification.

Engine: Eight cylinders, 101.6 mm. x 72.9 mm. (4,727 c.c.); pushrod-operated overhead valves; 285 b.h.p. at 6,500 r.p.m.; three twin-choke Holley downdraught carburettors; coil and distributor ignition.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with short central lever, ratios: 3.07; 4.02; 5.00; and 6.75:1; open propeller shaft and hypoid final drive with limited-slip differential.

Chassis: Multi-tubular backbone-type frame; independent suspension all round with unequal length wishbones, helical springs with telescopic dampers, and torsional anti-roll bars; rack-and-pinion steering; Girling disc brakes all round; knock-on wire wheels with tyre equipment according to requirements.

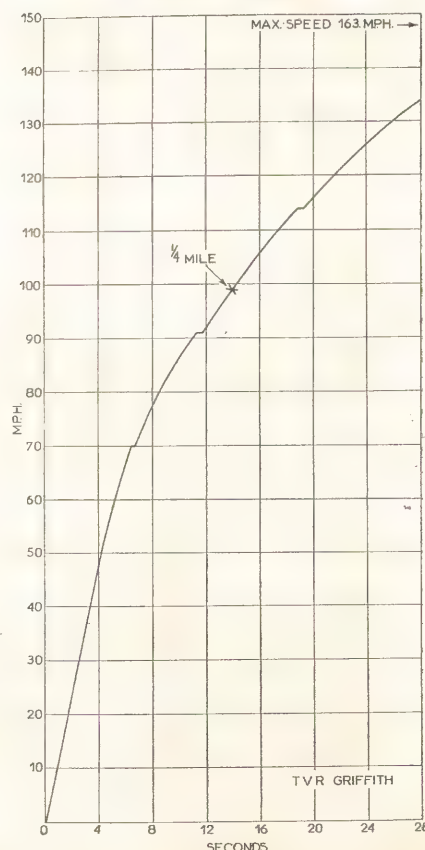
Equipment: 12-volt lighting and starting; speedometer; rev.-counter; oil pressure, water temperature and fuel gauges; windscreen wipers and washers; flashing direction indicators; reversing light.

Dimensions: Wheelbase, 7 ft. 1½ in.; track, 4 ft. 3 in.; overall length, 11 ft. 8 in.; width 5 ft. 4 in.; weight, with 7 galls petrol, oil, and water, 1 ton.

Performance: Maximum speed, 163 m.p.h. Speeds in gears: third, 114 m.p.h.; second, 91 m.p.h.; first, 70 m.p.h.; standing quarter-mile, 13.8 secs.; acceleration: 0-50 m.p.h., 4.2 secs.; 0-60 m.p.h., 5.2 secs.; 0-80 m.p.h., 8.5 secs.; 0-100 m.p.h., 14.4 secs.; 0-120 m.p.h., 21.6 secs.

Fuel Consumption: 14 to 22 m.p.g.

ACCELERATION GRAPH



Records fly at Cadwell

New lap record to Alan Rollinson (F2 Brabham) at well-organized B.R.S.C.C. (Northern Centre) meeting

By JOHN HIGHAM



DESCENDING the Gooseneck, Dave King (Anglia 1650) leads Phil Darbyshire (Mini-Cooper S) and the rest of the angry pack (left). OVER the mount, Mike Loasby (Brabham F3) shows Robin Darlington (Cooper T72) the way in the single-seater event, but neither could get near Alan Rollinson or Tony Dean (bottom).

Photos: George Phillips

At 2.15 on Sunday afternoon the committee of the B.R.S.C.C. (Northern Centre) rolled up their prayer mats with relief: the threatened downpour didn't materialize, and the track was drying out. Doug Mockford, who has recently acquired yet another grandchild, started off an afternoon's record-breaking by completely dominating the opener, G.T. cars up to 1,150 c.c. over 8 laps. When the flag fell Pete Smith (Speedwell G.T.) made a cracking start and for a glorious half lap led the two Divas of Sir John Samuel, Doug Mockford and Mike Garton's Sprite. At the end of lap 1 Doug Mockford had taken his customary place at the head of the field, with Samuel in second place from Pete Smith, Mike Garton, John Corfield and Ben Moore (Lotus 11 G.T.). Mockford led throughout, but behind him the battling quintet was having a rare old thrash. Samuel, who had held a slender second until lap 6, found his engine going off song and dropped to fourth, Corfield fought his way through to second and equalled the new record set up by Mockford.

The larger saloon car race (1,001-2,000 c.c.) was next on the programme. The Minis of Harry Ratcliffe and Barry Pearson, together with the Anglia of Peter Hawthorne, left the grid like bombs, disappeared into Coppice—and were seen no more (a triple shunt eliminating all three). Brian Redman, driving Frank Greenwood's very hot S-type Mini, was firmly established in the lead and was never seriously challenged, although Philip Darbyshire broke the class record in his efforts to get to grips in the closing stages.

Clubmen's sports cars next did battle for the Sheffield Telegraph Trophy, over 8 laps again. David Wragg was the obvious favourite for this one, and he didn't let his followers down. Nevertheless, after Rod Stevens and John Fletcher, both in Lotus 7s, resolved their differences, the former went after Wragg, but was beaten to the chequered flag by 0.2 sec. Third home was Fletcher, who, along with Stevens, had established a new class record.

The single-seaters were out next over 10 laps in two classes—Formula 3 and others. At flag-fall John Mitchell bombed from the second row to lead the pack into Coppice, but by Park Tony Dean had eased his way in front and at the Mountain Alan Rollinson had relegated Mitchell to third, all three drivers being in Brabhams. Rollinson then mounted his attack on Dean and took over command on lap 3, but the determined Dean, who was leading the F3 class by a most handsome margin, never let up and was a constant threat throughout. He finally finished only 0.2 sec.

behind Rollinson and 41½ secs. in front of the next F3 man. Both class winners broke the class records.

The Guards Championship event was next and catered for sports-racing cars in two classes over 10 laps. Tony Dean (Lotus 23) absolutely rocketed into the lead from the word go, a lead he held throughout from Rod Stevens (Lotus 7); behind these two Tony Kitchener (Lotus 23), John Hine (Lotus 23), Ken Crook (Lotus 23) and Bill Dryden (Elan) were locked in combat, this resulting in quite a lot of grass-cutting and sideways motoring. Stevens put his name into the record book for the second time of the afternoon with a cracking 77.44 m.p.h. lap.

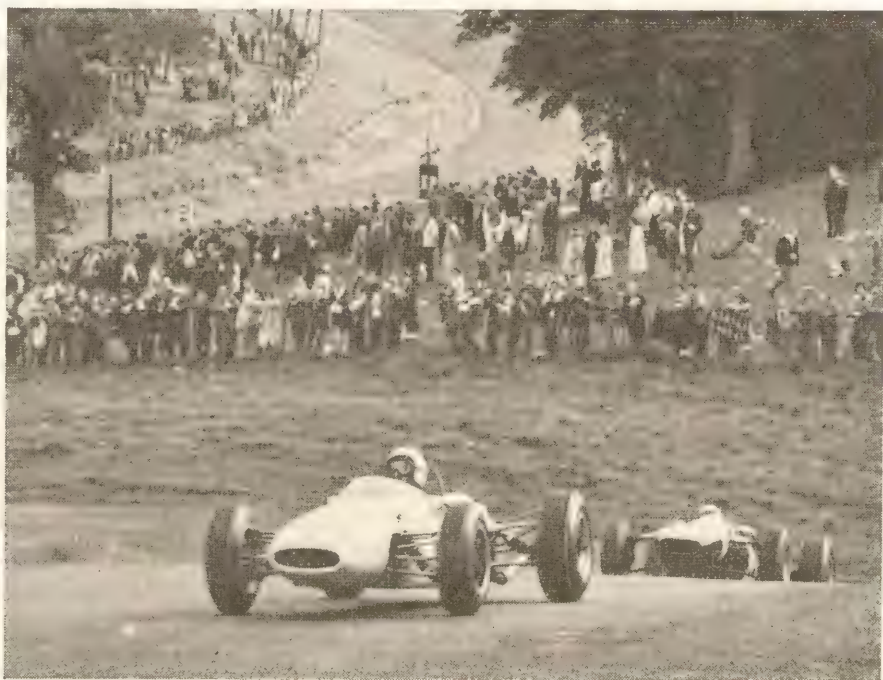
Northern drivers absolutely dominated the big G.T. event, which was won by Chris Meek in Gil Baird's '65 Ginetta from Johnnie Blades' '64 version; the Elans of Gordon Durham, Malcolm Wayne and Bill Dryden

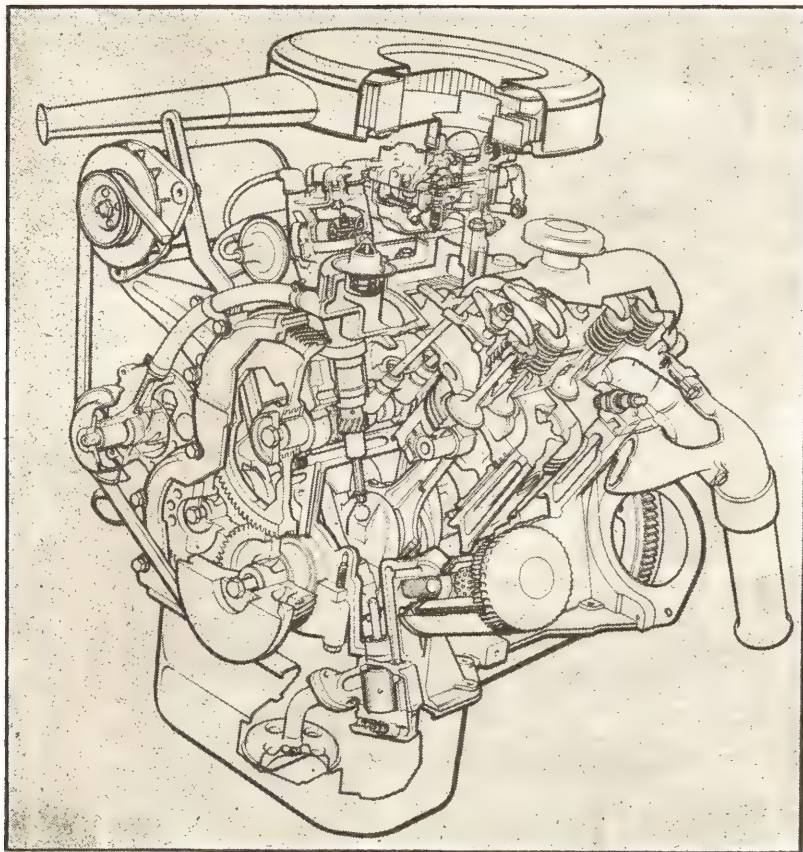
were respectively third, fourth and fifth throughout. Meek was under constant pressure from Blades and equalled the class record.

Saloon cars up to 1,000 c.c. came to the grid for the final race of the day over eight laps—all Minis. Bill Needham, Bob Parkinson, Chris Schirle, Mike Campbell-Cole, Ian McDougall and Tony Wild left the grid like six cats off a hot tin roof, and how they got themselves sorted out is anybody's guess. At the end of lap 1 it was Schirle leading from Parkinson, Needham, Campbell-Cole, McDougall, Blore, Mathews and Wild. Schirle and Parkinson were scrapping like mad, Schirle obviously determined to win his final race in this country before returning home to Germany, with Parkinson trying every trick in the book to stop him. However, Schirle ran out a very good winner and Bill Needham took a well deserved third spot behind the two leaders, who had both broken the class record.

RESULTS

Grand touring cars up to 1,150 c.c. (8 laps): 1, D. Mockford (Diva-Ford 1098), 69.63 m.p.h.; 2, J. Corfield (Diva-Ford 1098); 3, B. A. Moore (Lotus 11 G.T.). Fastest lap: Mockford and Corfield, 1 m. 54 s., 71.05 m.p.h. (record). Saloon cars 1,001-2,000 c.c. (8 laps): 1, B. Redman (Mini-Cooper S 1293), 69.56 m.p.h.; 2, P. Darbyshire (Mini-Cooper S 1275); 3, D. King (Ford Anglia 1650). Fastest lap: Darbyshire, 1 m. 53.8 s., 71.8 m.p.h. (record). Clubmen's sports cars (8 laps): 1, D. L. Wragg (U2-Ford 1498), 71.84 m.p.h.; 2, R. Stevens (Lotus-Ford 7 1498); 3, J. B. Fletcher (Lotus-Ford 7 1498). Fastest lap: Fletcher and Stevens, 1 m. 49.6 s., 73.91 m.p.h. (record). Class winners: Wragg and P. Gaydon (North Star-U2-B.M.C.). Racing cars up to 2,000 c.c. (10 laps): 1, A. Rollinson (Brabham-Cosworth F2), 77.28 m.p.h.; 2, A. G. Dean (Brabham-Ford F3); 3, E. J. B. Mitchell (Brabham-Ford 1588). Fastest lap: Rollinson, 1 m. 42.2 s., 79.26 m.p.h. (record). Class winners: Rollinson and Dean. Sports-racing cars up to 2,000 c.c. (10 laps): 1, A. G. Dean (Lotus-Ford 23 1594), 75.11 m.p.h.; 2, R. Stevens (Lotus-Ford 7 1498); 3, A. G. Kitchener (Lotus-Ford 23 1490). Fastest lap: Stevens, 1 m. 44.6 s., 77.44 m.p.h. (record). Class winners: E. L. Hine (Lotus-Ford 23 1098) and Dean. Grand touring cars 1,151-2,000 c.c. (8 laps): 1, C. Meek (Ginetta-Ford G4 1598), 72.16 m.p.h.; 2, J. H. Blades (Ginetta-Ford G4 1598); 3, G. Durham (Lotus Elan). Fastest lap: Meek, 1 m. 50.2 s., 73.5 m.p.h. Class winners: Meek and W. Green (Lotus Elite). Saloon cars up to 1,000 c.c. (8 laps): 1, C. Schirle (Mini-Cooper S), 68.79 m.p.h.; 2, B. Parkinson (Mini-Cooper S); 3, W. D. C. Needham (Mini 999). Fastest lap: Schirle and Parkinson, 1 m. 56.2 s., 69.71 m.p.h. (record).





THE Ford designers are great protagonists of the big-bore, short-stroke engine. The mechanical advantages of this shape of power unit are too well known to need further explanation. In the past it has been difficult to obtain efficient combustion in the attenuated head space which is apt to be produced as soon as an acceptably high compression ratio is achieved. Now, Ford have developed a flat-head design with the combustion chamber wholly enclosed by a "bath-tub" in the top of the piston, which is fully machined.

Armed with this knowledge they set about the task of designing two new engines of 1.7 and 2-litres capacity. They decided to use the ultra-short stroke of 60.35 mm.

for the smaller unit and 72.415 mm. for the larger, with a common bore size of 93.663 mm. An in-line four-cylinder of these dimensions would be excessively long, even if the water space between adjacent bores were sacrificed.

The answer was to design a 60 deg. V4, which is shorter than the existing 1.5-litre engine by some 2.5 ins., yet gives copious water space round all the bores. This very short cylinder block permits a three-bearing crankshaft to be used. As a V4 is naturally out of balance, an out-of-balance shaft is driven from the timing gears and counteracts the unbalanced forces of the crankshaft.

The 1.7-litre engine develops 81.5 b.h.p. (gross) on a compression ratio of 9.1 : 1

and the 2-litre gives 93 b.h.p. on a ratio of 8.9 : 1. The bigger unit is mated with a gearbox having close ratios, the old Ford low second gear having been deleted. This engine is for the G.T. Corsair, the standard car having the 1.7-litre version with more widely spaced first and second speed ratios.

Crossflow cylinder heads are used, with the exhaust ports on the outside of the engine. The Zenith downdraught carburettor feeds the inlet ports through short inlet passages, and has a constant-flow fuel system with a return pipe to the petrol-tank. This system avoids vapour locks in hot countries, and it may well be that vibration of the float would be inclined to cause flooding in an engine of this type. The camshaft is high in the V, with short tubular pushrods.

Naturally the extra power of these engines makes both cars faster than their predecessors. What is more important on today's roads is the improved acceleration in the lower and middle speed ranges, while the greater ratio of power to weight gives a lively performance on the top gear of 3.777 : 1. The engines are not the only new feature for the cars themselves have

JOHN BOLSTER describes the

V4 for the Corsair

been improved, a new version of the McPherson front suspension bringing the wheel closer to the steering pivot and reducing friction. The famous Aeroflow ventilation system of the Cortina is now applied to the Corsair and a special flywheel and ring gear for quiet starting is a useful refinement.

The short overall length of these engines gives maximum passenger space in a conventional car. If Fords later decide on a front-wheel-drive design, the advantages of the short, light power units will be even more marked.

Prices are: Corsair four-door de luxe, £785 8s. 4d.; Corsair four-door G.T., £908 13s. 4d. (including p.t.).

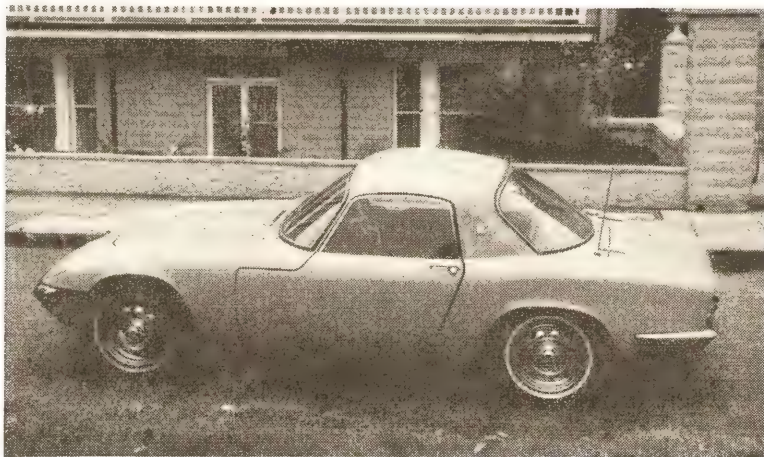
THE Lotus Elan is now available with a new fixed-head coupé body. This is much more luxurious than previous Lotus cars, such accessories as electrically operated windows being standard. A larger luggage boot is also part of the specification and three-eared knock-on hub caps are fitted.

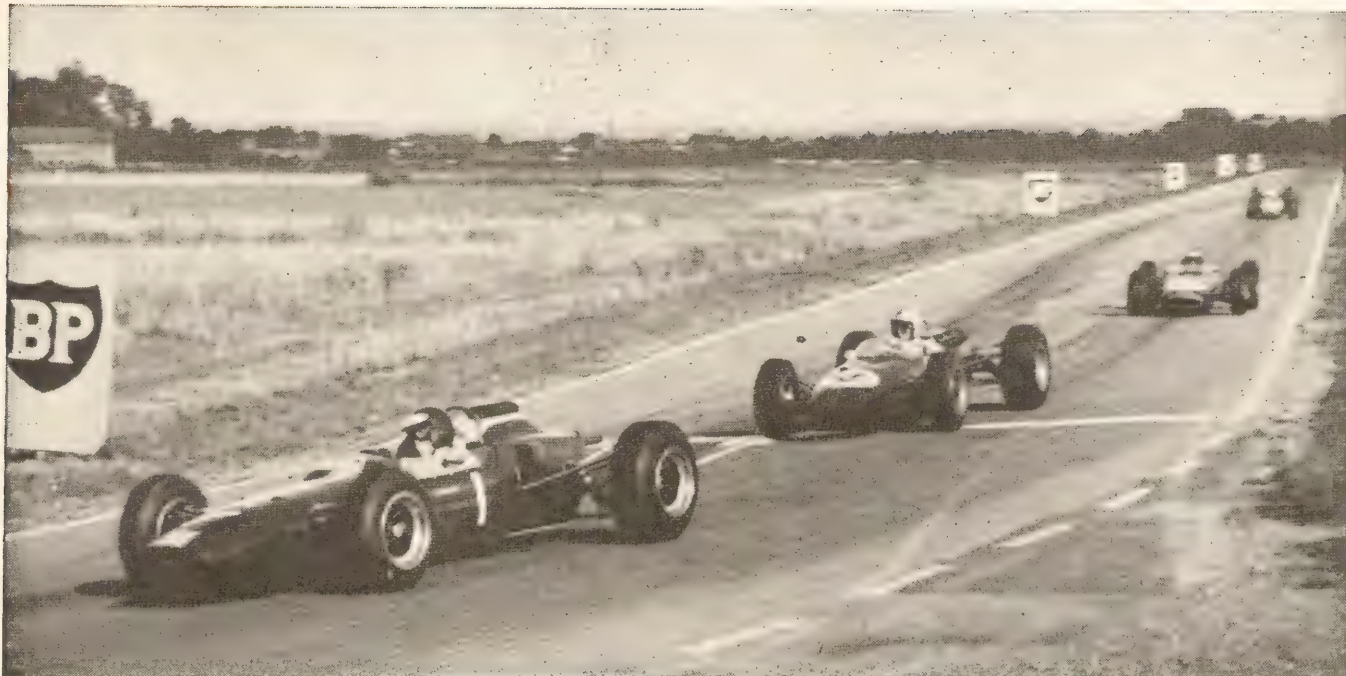
I was recently able to borrow one of these new coupés for a day. I was immediately impressed with the remarkably quiet running of the car, the music of the Third Programme being enjoyed at speed on the motorway. Engine heat does not inconvenience the occupants, as so often happens with bodies of this type.

There is little difference in weight between this and the existing Elan. Consequently, the performance appears to be unaffected and the remarkable cornering power is unimpaired. As with all Elans, the rev. counter can be pushed into the red section on top gear, but one hears that an alternative rear-end ratio is in the offing. The new body is of attractive appearance and superior finish. The interior is furnished with smartness and restraint. Prices are (including tax): £1,597; with chrome bumpers, £1,619; component form (soon available), £1,312.

A more luxurious Elan

By JOHN BOLSTER





LAST Sunday saw another of those magnificent Formula 2 races that have done so much to make international motor racing exciting during 1965. This time the place was Albi, and the drivers, Jim Clark and Jack Brabham. After a dice that initially involved Messrs. Clark, Brabham, Hulme, Rindt, Rees and Attwood, the new 1965 World Champion finally made the flag first with just 0.6 sec. to spare over Jack Brabham. Clark was driving one of the well-tried Ron Harris-Team Lotus Lotus-Cosworth 35s, and Brabham a Honda-engined Brabham. During the race Brabham passed Clark on at least 13 separate occasions, and during one such effort made fastest lap in 1 min. 19.7 secs. (102.05 m.p.h.), an improvement of 3.5 secs. over Alan Rees's previous record. A last-minute change in the system for scoring points towards the F2 Championship of France gave the Ron Harris-Team Lotus *équipe* victory, rather than an individual driver.

As this was to be the last F2 race of the season, all the teams, practically without exception, made their way south to Albi for the 23rd running of this famous race. Regrettably the old road circuit is no longer used, this having been banned after the 1955 Le Mans tragedy. Instead the A.C. du Midi now use a circuit running round the edge of their airfield, just outside the town of Albi. Airfield circuit it is, but nonetheless it is still quite interesting with two good long straights—at least for F2 cars—some fast swinging curves and some tighter ones in contrast. All this results in lap speeds just over 100 m.p.h., and soon sorts out the men from the boys.

The entry numbered 23, and as at Oulton Park, the entire lot turned up. Jim Clark and Mike Spence were at the wheel of Ron Harris's Lotus-Cosworth 35s, while José Rosinski was given a third car fitted with a B.R.M. engine, although there was talk of giving this to John Cardwell, which would certainly have been a faster proposition. In addition Harris brought along a spare B.R.M.-engined car just in case.

Jack Brabham also brought along three cars, although one of these was also to be held in reserve. Jack was down to drive the Honda-engined car, with Japanese mechanics in attendance, and Denny Hulme was nominated for one of the Cossy cars. The Midland Racing

A MERE 0.6 sec. was all the time there was between Jim Clark (Lotus-Cosworth 35) and Jack Brabham's Honda-engined car after 191 exciting miles of Formula 2 racing. In the distance is Jochen Rindt in the Winkelmann-entered Brabham.

Clark's Albi— but only just

Fine performance by the Brabham-Honda-Matra wins F3 race again—Trevor Blokdyk hurt in serious accident

By PAUL WATSON

Partnership, under the direction of David Baker, were in a very strong position with three Cosworth-engined cars for Richard Attwood, Frank Gardner and Paul Hawkins. All were Type 60s, but Hawkins's car was the older prototype with the 3 ins. shorter chassis and different springs and dampers. It was also without the rubber fuel tanks that feature on the later cars.

Ken Tyrrell had his usual two uncompetitive Cooper-B.R.M.s, the two unfortunate drivers nominated this time being Bob Bondurant and Lodovico Scarfiotti. Both were, however, interesting propositions for F2.

The private entrants were led by the two Roy Winkelmann Brabham-Cosworths of Jochen Rindt and Alan Rees and Graham Hill, who this time favoured Noddy Coombs's Brabham-B.R.M. and not the Lotus. Trevor Taylor was on hand to drive the Aurora Gear Racing Brabham-Cosworth and Mike Beckwith the similar but older Normand car—this being Jack Brabham's personal car of last year. Silvio Moser had a red Brabham-Cosworth entered by the Martinelli-Sonvico Racing Team, Brian Hart his own privately entered Lotus-Cosworth 35, Eric Offenstadt a Cooper-B.R.M. and Jo Schlesser and Guy Ligier two Brabham-Cosworths from Ford-France; both old cars. Schlesser's a 1964 model and Ligier's a modified 1963 Junior. The entry was completed by Henri Grand sire and Jean Vinatier with works Alpines and "Geki", whose real name is Giacomo Russo, with the B.W.A.-Cosworth.

Practice was on Friday and Saturday, and no two days could possibly be more different—weather-wise. Friday was warm and sunny, while Saturday saw a howling gale sweep the circuit, with rain following later in the afternoon. Surprisingly, however, it was on Saturday that nearly all the fast times were put up, although Jack Brabham's overall fastest time of 1 min. 21.2 secs. was put up on Friday and remained unbeaten throughout the entire second day. As soon as everybody really got into the swing, times in the 1 min. 21 secs. bracket were not uncommon. Graham Hill improved his Friday's time of 1 min. 21.4 secs.

to 1 min. 21.3 secs., therefore getting within a fraction of Jack Brabham, while Jochen Rindt managed 1 min. 21.5 secs., a time equalled by Clark during the second session. Clark had however been having a most frustrating time. The relief valve in the oil pump had been sticking, resulting in fluctuating oil pressure and very poor times. The mechanics, who, bless their hearts, had been up for two nights solidly, changed the bearings on the Cosworth engine no fewer than three times, and although Clark finally qualified well enough, Ron Harris was hardly expecting the car to last the race.

Formula 2 being so closely fought these days, no fewer than eight drivers got below 1 min. 22 secs., for in addition to those already mentioned, Hulme, Rees, Attwood and Gardner were all covered by the proverbial handkerchief.

With less than an hour to go before the

STARTING GRID

Jim Clark (Lotus-Cos.) 1 m. 21.5 s.	Jochen Rindt (Brabham-Cos.) 1 m. 21.5 s.	Jack Brabham (Brabham-Honda) 1 m. 21.2 s.
Alan Rees (Brabham-Cos.) 1 m. 21.6 s.	Denis Hulme (Brabham-Cos.) 1 m. 21.6 s.	
Mike Spence (Lotus-Cos.) 1 m. 22.1 s.	Frank Gardner (Lola-Cos.) 1 m. 21.9 s.	Richard Attwood (Lola-Cos.) 1 m. 21.8 s.
Bob Bondurant (Cooper-B.R.M.) 1 m. 22.7 s.	Trevor Taylor (Brabham-Cos.) 1 m. 22.4 s.	
Jo Schlesser (Brabham-Cos.) 1 m. 23.3 s.	Mike Beckwith (Brabham-Cos.) 1 m. 23.1 s.	Brian Hart (Lotus-Cos.) 1 m. 22.7 s.
Henri Grand sire (Alpine-Renault) 1 m. 24.1 s.	Lodovico Scarfiotti (Cooper-B.R.M.) 1 m. 23.9 s.	
Eric Offenstadt (Cooper-B.R.M.) 1 m. 24.9 s.	"Geki" (B.W.A.-Cos.) 1 m. 24.7 s.	Paul Hawkins (Lola-Cos.) 1 m. 24.6 s.
José Rosinski (Lotus-B.R.M.) 1 m. 25.8 s.	Guy Ligier (Brabham-Cos.) 1 m. 25.5 s.	
Graham Hill (Lotus-B.R.M.) —	Jean Vinatier (Alpine-Renault) 1 m. 26.3 s.	Silvio Moser (Brabham-Cos.) 1 m. 26.0 s.

start, Coombs's mechanics started up Hill's car in the paddock, the oil pressure wavered and fell, and the B.R.M. engine promptly dropped a valve—or so the mechanics suspected. Motor racing being what it is, the Harris team immediately offered Graham their spare car. This, however, had not been run for several weeks, so Rosinski sportingly offered his car. Graham, however, declined the generous offer from the Frenchman and decided to have a go with Harris's spare car... taking his place on the back of the 23-car grid.

Seconds after the 1 min. board had been thrown, "Toto" Roche waved the French sricolour in the air and the race was on. Rindt made a superb start, storming into the lead from the middle of the front row, the whole pack howling at his heels as they disappeared into the first right-hander. Rindt was still there at the completion of the second lap with Clark baying at his heels and then Hulme, Rees, Brabham, Attwood, Gardner, Taylor, Hart, Hawkins, Bondurant, Beckwith, Spence, Scarfiotti, Grandsire, "Geki", Rosinski, Moser, Hill, Offenstadt, Ligier, Vinatier and Schlesser, the last-named darting into the pits for a quick plug change.

Lap 3 and the leading places were still the same, but on the very next lap Rindt was no longer up front, the lead having been taken over by Clark, with Hulme now on the Austrian's tail and challenging for second place, Spence fourth, Brabham fifth and Attwood sixth. Poor Rindt was in for another session of being passed, for a lap later he was down to fourth place, both Hulme and Brabham having squeezed by, the Brabham boss having also got past Rees with the other Winkelmann car.

Already the race had started to take a pattern, with the leading six cars now opening up a sizeable gap over Gardner and Trevor Taylor, with Hawkins and Spence yet farther back. Then Gardner came shooting into the pits with a broken throttle linkage and spent the next two laps repairing it, which at least gave Taylor a temporary clear run, although Spence was soon to come up and challenge the Yorkshireman. Hawkins had now dropped back and by the sixth lap was behind Brian Hart's Lotus 35.

Up front, however, the heat was really on. On the fifth lap Brabham shot by Clark, who also fell temporarily behind Hulme, making it a Brabham one-two. Rindt and Rees were upholding the Winkelmann team colours magnificently holding fourth and fifth places ahead of Richard Attwood with the leading M.R.P. Lola. Attwood's race was shortly to terminate when on the 10th lap the engine started making most unnatural noises and he wisely pulled off.

The next change of major importance took place during lap 10 when Clark suddenly appeared in the lead again, with Hulme down to fourth place trailing Brabham and Rindt. What a race this was, the kind of motor racing that really excites the crowds and—what is even more important—brings them back again for more. This was racing at its very best, with the leadership not only in doubt on every lap, but on every corner, too. Yes, sure enough, the lead changed again on lap 13, Brabham sneaking past on entry to the long right-hander joining the two straights. But Clark was in a fighting mood and on the following lap was back in the lead again.

And so it went on, first Clark in front and then Brabham; although it was the Scot who led past the pits on most occasions. By the 20th lap the leading pair had pulled out a short lead over the other three and, in fact, Rees was already beginning to tire and was dropping away from Rindt and Hulme. Farther back Taylor and Spence were involved in a mammoth duel, with the advantage changing virtually on every lap. There was then a gap till Brian Hart, who had Beckwith on his tail—that was till Beckwith spun the Normand car mightily when a rear-wishbone broke. He repaired it in the pits, rejoined the race, but now without any hope of securing a place.

Graham Hill was quietly but steadily working his way up through the field, but regretably finding the Lotus-B.R.M. hardly the mount he was used to. By lap 18 he was 10th behind the Hart-Beckwith struggle, but this was soon to become ninth when Beckwith went off. With Hart now well in his sights, he closed right up, and was soon following the blue car very closely, although unable actually to pass.

And so the race went on, Clark and Brabham keeping the large audience on tip-toe with their fight for the lead; and Rindt and Hulme equally involved a short way back. Rees was by the 30th lap having quite a lonely race, dropping gradually away from the pair in front, but in turn managing to stay well clear of Taylor and Spence. Retirements were beginning to come in at this stage of the race, Offenstadt was out with transmission trouble, abandoning his car on the long straight, Grandsire was out with low oil pressure on the Alpine, although his team-mate Vinatier was pressing on and managing to stay ahead of several Cosworth-powered cars. Another retirement was that of Scarfiotti with a broken chassis, but team-mate Bob Bondurant was plugging on with the other Tyrrell Cooper-B.R.M. in 11th place. The Midland Racing Partnership had lost a second car with the retirement of Hawkins, Paul having first spun and then suffered a broken doughnut.

At 50 laps the race for the lead was as hotly contested as ever, Brabham having a short turn at the helm, and Hulme having joined in on the Brabham celebration by taking Rindt—for good. Alan Rees was continuing with his lonely ride, but there was no let-up in the Taylor-Spence duel, with the Lotus driver having a turn up front at 50 laps. Graham Hill was a sad retirement when the top came off the fuel pump, but his car had been losing oil.

From 50 laps until the end the race continued to be fought out. Clark and Brabham were never more than a few yards apart, while the two Winkelmann cars were now both some way behind Denny Hulme, both drivers having tired a bit. The Taylor-Spence battle finally resolved itself in favour of the Lotus driver when Taylor's engine went sick, and the unlucky Hart also retired when his Bendix fuel-pump packed up.

Brabham passed Clark for the last time shortly before the end, but Clark repassed never to be headed again. At last the veteran Australian seemed to give up the battle, and at the end was a mere 0.6 sec. behind, more than he had been for virtually the entire race. Hulme sailed in third, 22 secs. behind his guv'nor, with Rindt and Rees next in line and Spence sixth. Frank Gardner drove a beautifully steady race, climbing back up the field bit by bit and being well rewarded with seventh spot. Schlesser also worked back up again and was ninth at the end behind Bondurant in the sole surviving Cooper. Brabham's stubborn fight with Clark resulted in a new lap record in 1 min. 19.7 secs., 3.5 secs. quicker than Rees's old lap record for the 3.6 kilometre circuit.

Supporting the F2 race there was a 30-lap event for F3 cars, the *Coupe Internationale de Vitesse*. This was another real thriller, with a bunch of cars going at it hammer and tongs for the whole distance. Regrettably, however, it was once again a very wild race, with several

spins and unfortunately a very bad accident involving the South African Trevor Blokdyk. Blokdyk led for the first three laps, but then on the fourth, while driving into a setting sun, he got one wheel on the grass and then on to the straw bales, and shot end-over-end along the edge of the track. The following cars were lucky to miss him, but poor Blokdyk was dragged along under the car before finally coming free. He was sorely injured and removed at once to Albi hospital by helicopter. His condition, although very serious, is not thought to be bad enough to put him on the danger list, although actual confirmation is yet to come through.

With Blokdyk out Beltoise took over the lead, with Ahrens, Jaussaud, Davies, Cardwell, Bianchi and Servoz-Gavin all dicing for the lead with Beltoise in ever-changing order. By the 12th lap however, Ahrens was trailing Beltoise, followed by Cardwell and Martin Davies, and then Servoz-Gavin and Jaussaud. Mauro Bianchi was out with the works Alpine and Jacques Weber had spun the other works car and was a long way back.

Shortly before the end Beltoise had a drive-shaft let-go on the Matra, but Jaussaud was ready and waiting and stepped in to fill the Matra breach. John Cardwell however had a big spin out in the country and dropped from fourth to fifth, giving Ahrens second place, Servoz-Gavin third and Davies's Brabham fourth, at the finish. The German Manfred Mohr was a lonely sixth with his Brabham-Ford, and Ken Bass seventh with the ex-works Merlyn, ahead of Jacques Weber's Alpine and Cliff Haworth's Brabham.

RESULTS

Formula 2 (85 laps 191 miles): 1, Jim Clark (Lotus-Cosworth 35), 1 h. 55 m. 17.6 s., 99.94 m.p.h.; 2, Jack Brabham (Brabham-Honda), 1 h. 55 m. 18.2 s.; 3, Denis Hulme (Brabham-Cosworth), 1 h. 55 m. 40.6 s.; 4, Jochen Rindt (Brabham-Cosworth), 1 h. 56 m. 8.7 s.; 5, Alan Rees (Brabham-Cosworth), 84 laps; 6, Mike Spence (Lotus-Cosworth 35), 84 laps; 7, Frank Gardner (Lola-Cosworth T60), 81; 8, Bob Bondurant (Cooper-B.R.M.), 81; 9, Jo Schlesser (Brabham-Cosworth), 80; 10, Jean Vinatier (Alpine-Renault), 79; 11, Brian Hart (Lotus-Cosworth 35), 77*; 12, Trevor Taylor (Brabham-Cosworth), 76*; 13, Silvio Moser (Brabham-Cosworth), 67*. Fastest lap: Brabham, 1 m. 19.7 s., 102.05 m.p.h. (record).

* Did not finish.

Formula 3 (30 laps 68 miles): 1, Jean-Pierre Jaussaud (Matra-Ford), 43 m. 4.7 s., 94.41 m.p.h.; 2, Kurt Ahrens (Brabham-Ford), 43 m. 7 s.; 3, Georges Servoz-Gavin (Brabham-Ford), 43 m. 17.7 s.; 4, Martin Davies (Brabham-Ford), 43m. 23.8s.; 5, John Cardwell (Lotus-Ford 32), 43m. 30s.; 6, Manfred Mohr (Brabham-Ford 65), 44 m. 9.6 s. Fastest lap: Beltoise, 1 m. 24.6 s., 96.14 m.p.h. (record).

Prototypes, sports-racing and G.T. (40 laps 91 miles): 1, Guy Ligier (Ford G.T.), 58 m. 7 s., 93.31 m.p.h.; 2, Vincent Palmare (1.6 Lotus-Ford 23), 59 m. 1 s.*; 3, Mauro Bianchi (Alpine-Renault M65), 59 m. 1.8 s.*; 4, Henri Grandsire (Alpine-Renault M64), 39 laps; 5, Eddy Meert (Porsche 904GTS), 39*; 6, R. Buchet (Porsche 904GTS), 39. Fastest lap: Ligier, 1 m. 23.1 s., 97.88 m.p.h.

* Denotes class winners.

DENIS HULME, who was third with a works Cosworth-engined Brabham, is about to overtake Frenchman Eric Offenstadt with his privately entered Cooper Type 72 with a B.R.M. engine.



THE Bridgehampton 500-kms. race marked yet another victory for the all-conquering Chaparral. This time it was Texan Hap Sharp, a partner in the Chaparral project, who drove the Chevrolet-engined glassfibre monocoque car to victory. He finished the 110-lap, 315-mile race two laps ahead of Pedro Rodriguez in the N.A.R.T. 4.4-litre Ferrari 365P2. Apart from Walt Hansgen, nobody was able to challenge the Chaparral, and when Hansgen's 4.7-litre Ford-engined Mecom Lola T70 went out after 10 laps the race was virtually over, although a lengthy dispute between Skip Scott (7-litre Cobra), Bob Grossman (4-litre Ferrari 330P) and Mario Andretti (3.3-litre Ferrari 275P) enlivened the first hour's racing—Andretti got clear but was slowed by clutch trouble and eventually retired the car with a blown head gasket. The Scott/Dick Thompson Cobra came through to third place following the retirements of Buck Fulp (Lola-Chevrolet T70) and George Wintersteen (McLaren-Elva-Chevrolet).

Saturday's 500-kms. race for the smaller cars was also a G.T. Constructors' Championship event—it was won by Herb Wetanson's Porsche 904GTS which had been lying third for most of the race behind the Lotus 23s of George Alderman and Candido da Mota. Alderman filled second place, while Fred Ashplant in a non-homologated Elan was third. Fourth was Paddy Hopkirk in a works M.G.B which was second in class to the 904. Rauno Aaltonen's sixth-placed M.G. Midget was the first Division 1 G.T. car home, but a lengthy pit stop dropped Timo Makinen's Midget to third place in this class.

THE Bridgehampton circuit is near the eastern tip of Long Island and was first used in September 1957. It undulates considerably

TIMO MAKINEN (Midget No. 49, below) was delayed with a loose exhaust and Rauno Aaltonen (behind) won the class. **HERB WETANSON'S** Porsche 904GTS was first overall in Saturday's race, the Lotus 23 was dead last and the Alfa Romeo did not finish (right). **CONSTANT CHANGE.** On every appearance the Chaparrals sport bodywork improvements (below right).

Photos: Ozzie Lyons.

along its 2.855-mile length with a good variety of bends and a longest straight of over 1,000 yards. It is certainly one of the better circuits in North America for both drivers and spectators—unfortunately the facilities are as uninviting as the organizers are ungracious. This probably accounts for the pathetic entry for both 500-kms. events, which certainly did not deserve to be qualifying events for the G.T. Constructors' Championship.

Bridgehampton was short on sports cars, too, for the conflicting Mont Tremblant event in Canada had all the stars, the sole exception being the Chaparral. This was a 5.3-litre Chevrolet-engined car with automatic transmission. The moulded glassfibre chassis remains much the same year by year, as does the Lotus inspired suspension. Weight is said to be around 1,400 lb. in present trim, but the Chaparral team is remarkably secret about the whole thing. I suspect that this is not because they have anything really worth hiding, but because they are afraid somebody else might realize how easy it is to build a well conceived yet simple car and then prepare it thoroughly. While everybody continues to think that the Chaparral is something very special they will lack the self-confidence to build something better, and this suits the nice guys from Texas just fine. In practice Hap Sharp didn't get everything sorted out and had to start from the second row of the grid. Walt Hansgen, who had an unbeaten record in Bridgehampton "500"s, got pole position with John Mecom's Lola T70. Its 4.7-litre Ford engine had been given a tweak since the Guards Trophy and was delivering 385 b.h.p. Buck Fulp's T70 has a 5.3-litre Chevrolet engine and his best of 1 min. 41.6 secs. was 2 secs. slower than Hansgen's best of 1 min. 39.6 secs., a 103.6 m.p.h. average. Pedro Rodriguez drove the car with which he won the Rheims 12-hour race, the N.A.R.T. Ferrari 365P2. Bob Grossman also had a Ferrari prototype, a 4-litre, and Mario Andretti had a 3.3-litre Ferrari belonging to a new entrant on the scene, a young Texan called Carl Cleiner. Andretti's time was 1 min. 44.8 secs., so he was on the third row of the grid in this, his first road racing event in the U.S. He had,

in fact, driven Fiat 500-engined Formula Baby cars in Italy before he emigrated 10 years ago. On Saturday he went back to Indianapolis and finished second in the 100-mile Hoosier dirt track event, a qualifier for the U.S.A.C. National Driving Championship. Andretti's chances of winning this are very high indeed and for the first time it seems a rookie will take the deserved title of U.S. Champion; one can't seriously consider the S.C.C.A.'s United States Road Racing Championship. George Wintersteen's McLaren-Elva-Chevrolet has a McKee gearbox fitted—this is a four-speed unit manufactured in Illinois. A Brabham-Climax BT8 2-litre made the fourth row of the grid with some really big iron alongside it in the form of a 7-litre Cobra. Skip Scott started in this car for his Ford GT40 (4.7 litres) had suffered suspension failure in practice. The 7-litre Cobra is still not homologated—in fact, the first homologated car was back on the seventh row of the grid, having been 17th fastest in practice.

SATURDAY's race for the smaller cars was held in fine warm weather and it went on, and on, and on. . . Alderman went straight into the lead with his twin-cam Ford-engined Lotus 23, while behind, Wetanson (Porsche 904) dived with Candy da Mota's Alfa Romeo-engined Lotus 23, which eventually got clear of the Porsche. Behind, Theodoracopoulos's Alfa Romeo GTZ dived with Fred Ashplant's Elan, while farther back were the swiftly driven Porsche Carrera of Bruce Jennings and the Alpine-Renault prototype of Paul Richards. Next was Paddy Hopkirk, pressing on in the M.G.B. and then a long gap to the Midgets of Makinen and Aaltonen.

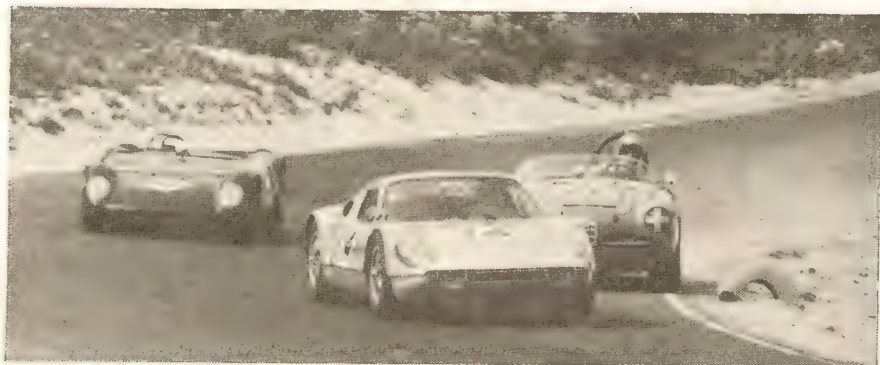
The little cars buzzed on for over 3½ hours and the 19-car field dwindled to a mere dozen. At about half-distance da Mota speeded up and when he was only a couple of seconds behind the leader, Alderman kindly took to the undergrowth and let him through into the lead. This made Alderman very unhappy, so after a few laps he repassed the Alfa-engined machine which eventually blew a head gasket,

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Another Chaparral victory

Hap Sharp wins Bridgehampton 500-kms. from Pedro Rodriguez

By BILL GAVIN



THE Maidstone & Mid-Kent M.C. promoted the last-but-one race meeting at Lydden Hill last Sunday, attracting a reasonable club entry but, for some reason, barring big cars from the races with low-capacity limits. After the first five of the eight races a sudden down-pour together with thunder and lightning almost led to the cancellation of the meeting, but the rain stopped and after some agonisingly long delays three handicaps were run off. All races were over 15 laps.

The first event was for G.T. cars up to 1,500 c.c. and, disposing of Geoff Jackson's G.S.M. Delta at Devil's Elbow, Ian Alexander (Diva-Ford) took a lead he was never to lose. However, Jackson did a fine job in keeping the G.S.M. within sniffing distance and was only 5.2 secs. behind at the end. What promised to be a fine tussle between Peter Beach (Midget), Garo Nigogosian (Midget) and Alan Daykin (Sprite) ended on the third lap when the two last-named became tangled at Pilgrims.

Great stuff was expected in the second race, for an "impvasion" had arrived on the little 0.705-mile circuit to tackle local favourite Philip Hogben's Anglia—the Alan Fraser-entered Imps of Ray Calcutt and Peter Brown and Roger Nathan's similar car. After one lap, Calcutt, Brown, Hogben and Nathan were nose-to-tail, with the last-named taking third spot after two laps and then disputing the issue with Brown for second spot. Unfortunately, once again it was not Nathan's day—the ex-AUTOSPORT Champion has had a year of rotten luck—and the Imp expired on the fifth lap.

Nathan's departure left the two Fraser cars circulate unhampered—especially after Hogben had done it all wrong out of the hairpin on the third lap. Interest centred on Hogben's progress through the field into an eventual third spot.

The 1-litre sports cars saw three Lotus 7s and seven 750 specials on the grid. Charles Scammell (Lotus 7) went like the wind, took the lead from Geoff Daryn (Lotus 7) on the third lap and drew out an advantage of 41.6 secs. by flag-fall. After Nigel Bennett's very quick 750 dropped out with overheating

Downpour at Lydden

**Maidstone & Mid-Kent M.C.
promote at Lydden Hill**

By MICHAEL KETTLEWELL

troubles, Don Ginn in the ex-Piers Courage Lotus 7, B.M.C.-engined and with a hard-top, took third spot—but a lap down. Brian Clayton's 600 c.c. Reliant-engined 750 was fourth, ahead of Ron Sadler's Austin-powered car. Charles Owen, driving his 13-year-old son's 750, was right out of luck and popped and banged his way round to finish a resounding last, three laps behind.

The 1,300 c.c. sports cars included many 1172 specials, but naturally none could be expected to do anything about Peter Beach's Lotus 23 or, for that matter, David Chalk's 1,298 c.c. Ford-powered Lotus 7. Beach and Chalk circulated in close harmony at first, but the 23 pulled out a big lead in the closing stages to win by 17 secs. Up-and-coming 1172 driver Mick Wilds in his D.R.W. Mk. 1 was only 4.2 secs. behind Chalk after a nice drive.

Race 5 was for *marque* sports cars up to 1,300 c.c. and turned out to be an all-B.M.C. affair. Garo Nigogosian in the Anglo-Armenian Automobile Racing Team (pew!) M.G. Midget held a slender lead from Peter Beach's similar car until the second-to-last lap when Beach, involved in a do-or-die effort at the hairpin, spun it. He still managed to finish second, however, for the pair was a long way ahead of third-man David Hall's Sprite.

Then it rained, and claps of thunder rent the air as the cars lined up for the first of the three handicaps. The stewards inspected the course after everything had died out—it was

very wet, of course, but still safe enough for motor racing.

There were unnecessarily long delays before each handicap, and many of the large and enthusiastic crowd couldn't be blamed for going home—if their car wasn't bogged-down, that is! Eventually, the three outstanding races ran their course, after several attempts at lining up the cars each time, and some pretty hectic motoring was seen in the wet. Honours for being the most brave must go to L. G. Weller in a 1½-litre G.S.M. Delta, who had it sideways-on even down the straights, but only went off into the ditch once. Well held (most times!), sir. Another great entertainer was Geoff Daryn, whose Lotus 7 tried to understeer its way into the bank at the hairpin each time round—just like a Mini at Parliament Square!

RESULTS

Grand touring cars up to 1,500 c.c. (15 laps): 1, I. J. Alexander (Diva-Ford 1098), 59.73 m.p.h.; 2, G. C. R. Jackson (G.S.M. Delta 1098); 3, P. Beach (M.G. Midget 1138). **Fastest lap:** Alexander, 40.8 s., 62.21 m.p.h. **Saloon cars up to 1,000 c.c. (15 laps):** 1, R. Calcutt (Hillman Imp), 59.95 m.p.h.; 2, P. Brown (Hillman Imp); 3, P. Hogben (Ford Anglia). **Fastest lap:** Calcutt and R. D. Nathan (Hillman Imp), 41.4 s., 61.3 m.p.h. **Sports-racing cars up to 1,000 c.c. (15 laps):** 1, C. Scammell (Lotus-Ford 7), 58.99 m.p.h.; 2, G. Daryn (Lotus-Ford 7); 3, D. Ginn (Lotus-B.M.C. 7 G.T.). **Fastest lap:** Scammell, 41.4 s., 61.63 m.p.h. **Sports-racing cars 1,001-1,300 c.c. (15 laps):** 1, P. Beach (Lotus-Ford 23 1098), 62.62 m.p.h.; 2, D. Chalk (Lotus-Ford 7 1298); 3, M. Wilds (D.R.W.-Ford Mk. 1 1172). **Fastest lap:** Beach and Chalk, 39.6 s., 64.04 m.p.h. **Marque cars up to 1,300 c.c. (15 laps):** 1, G. Nigogosian (M.G. Midget 1148), 58.26 m.p.h.; 2, P. Beach (M.G. Midget 1138); 3, D. Hall (A.-H. Sprite 1120). **Fastest lap:** Nigogosian and Beach, 42.6 s., 59.58 m.p.h. **Novice handicap for clubmen's sports cars up to 1,500 c.c. (15 laps):** 1, D. Ginn (Lotus-B.M.C. 7 G.T.), 49.32 m.p.h.; 2, G. Daryn (Lotus-Ford 7 997); 3, K. J. Starr (Lotus-Ford 7 1172). **Fastest lap:** A. T. Sandars (Lotus-Ford 1498), 44.2 s., 57.42 m.p.h. **Winners' handicap (15 laps):** 1, G. Nigogosian (M.G. Midget 1148), 53.08 m.p.h.; 2, R. Calcutt (Hillman Imp); 3, D. Hall (A.-H. Sprite 1120). **Fastest lap:** Calcutt, 43.2 s., 58.75 m.p.h. **Novice handicap for production cars up to 1,500 c.c. (15 laps):** 1, J. Kennedy (Renault R8 Gordini); 2, K. Hamblin (Mini-Cooper S 1275); 3, M. Lingard (A.-H. Sprite 948).

As well as being the second longest race in this country, the five-hour relay race at Oulton Park, held last Saturday, is essentially a clubmen's team event. Teams of from three to six cars have to cover as many laps as possible during the five hours, no driver to be at the wheel for more than a total of 55 laps; single-seater cars are barred.

Although the Lancashire & Cheshire C.C. event is in the main a handicap, each team being credited with laps presumed run before the start, there is also a scratch award. Progress is bulletined at hourly intervals, taking into account the appropriate proportion of credit laps utilized. In all, it was a time-keepers' nightmare, but they certainly coped!

Twenty-eight teams faced the starter for one of the most diabolical Oulton days on record: for four out of the five hours it just "hissed" down, turning the track awash and the paddock into a quagmire.

At one hour, the Dundee Weavers (plus 10 laps) led from Pit Counter (12), with M.G. T (24) in third spot. The scratch car, the light-weight E-type of Red Rose Motors, was averaging 2 mins. 5 secs. a lap and was in sixth place.

After two hours a slight slackening in the downpour sped the E-type to 2 mins. 3 secs., and it took the lead. Sunbeams Various (16) were in second spot with M.G. T still third. Dundee Weavers had dropped some 7 secs. a lap and had faded to 11th position, never again featuring.

Three hours: There was heavy rain again, the track was awash, and now four cars were on lap 85. Sunbeams led by 39 secs. from Red Rose with Pit Counter 23 secs. down and leading the M.G. T team by only 4 secs.! An hour later conditions were the same, the sky, if anything, blacker. The E-type had dropped to third spot, being led by the Sunbeams, who were only 3 secs. ahead of M.G. T.

With all credit laps used up, the Red Rose E-types looked certain winners. Then drama struck. Brian Redman spun his car at Esso and was adrift for a 5 mins. 16 secs. lap which, in effect, put him back a further 1½ laps! Then those hardy bods, the spectators, saw a wonderful drive: in conditions verging on the impossible, Redman went to town, reeling off

Five hours in the rain

**Red Rose Motors' E-types take
scratch and handicap awards
despite worst conditions
yet at Oulton Park**

By FRANCIS PENN

GEORGE HUMBLE, a member of the Red Rose Motors' second team of E-type Jaguars, enters the pits. It was the equipe's first string that won the event.



2 mins. 6 secs., 2 mins. 5 secs. and 2 mins. 4 secs. and keeping it there. This allowed Red Rose Motors (Messrs. Charles Bridges, Richard Bond and John Cuff) to run out winners by two clear laps, setting a target of 139 tours completed.

Second, with 137 laps, came Sunbeams piloted by P. R. Pimlott, R. E. Hargreave, M. R. Ford and Alan Drury (handicap plus 16 laps). Third, were the Dundee Spinners (plus 16) with 136 laps, with their drivers being H. J. Barrington (Mini-Cooper S), J. M. Dryden (Mini-Cooper S), I. R. Ower (Mini-Cooper) and Margaret Mackenzie (Imp).

The M.G. T-types, who had tried so hard and driven so well, were beaten on the run-in, yet finished a creditable sixth.

It was a great event, and if any one person can be singled out for credit, it must be the timekeeper, Laurie Cranshaw.

"DON'T expect too much of it—it was only completed at midnight last night and isn't at all sorted." So said Jem Marsh about his latest brain-child, the Mini-Marcos, which made its debut at the B.R.S.C.C.'s Castle Combe race meeting last Saturday. This little car, of glassfibre and wood construction, was entered by Janspeed Engineering and had "only" a group 2 1,293 c.c. Mini-Cooper S engine, but even after only seven practice laps Geoff Mabbs had it in pole position for the 1,600 c.c. G.T. race. The little device went like a bomb in atrociously wet conditions, lapping all but one car to finish 81.8 secs. ahead of the second man—who very nearly came under the axe also. Don't expect too much indeed!

Practising was held in a downpour, but there were surprisingly few incidents—the most notable was when David George dinged his Mini. All the same, for some it was too much and one or two cars left before racing began at 2.30 p.m.

The rain was still falling heavily when the first race began, and your scribe sought refuge in Norman Greenway's commentary box. How Norman could cope was beyond belief, with badly misted-up windows and the cars going round hidden in spray—yet he managed to put names to little specks in the distance and with co-commentator Barry Simons did a wonderful job of keeping the crowd informed.

Not surprisingly, people treated the track with a lot of respect. Jeremy Lord (U2) took the lead, but was not respectful enough and spun, so Lotus's sales manager John Berry (Lotus 3/7) came round in the premier position on the first lap. His fellow Lotus man, chief designer Maurice Phillippe (Lotus 7—of course!) spun at Camp Corner on the first lap, but continued. Only John Salmon in his 1-litre Lotus 7 could challenge Berry: he was on his tail after three laps, but then fell back and lost all chances with a spin five laps later, which dropped him to third. Salmon was back into second place before the end, however, taking Lord, who had made up for his first lap adventure but was not at all at home on the soaking track.

Surprise, surprise—there were Mary Taylor and Margaret Cooper in first and second places on the grid in their Minis for the 1-litre saloon car race, with mere male Ray Payne (Hillman Imp) completing the first row. To prove it was no fluke, the two lasses jumped into the lead, with Mary holding a narrow advantage over Margaret. They kept this up for three laps, but then Mary spun at Camp on lap 4, and she repeated the manoeuvre next time round. Margaret, however, was caught and passed by Mike Pigneguy (Mini)—who so nearly lost it out of Camp on the sixth lap—and he held on to his advantage to the end. Margaret Cooper was second, with Gordon Barnes (Mini) third, Mary Taylor a splendid fourth after her adventures and Payne fifth. A battle for 850 honours, fought with the Minis of Ron Mason and Les Blackburn, went to the former.

It was Geoff Mabbs and the Mini-Marcos in the next race. Geoff outcornered everyone and left only George Gould's Ginetta on the same lap. Even Ian Alexander in the class-winning Diva found the conditions so bad that he was lapped by the flying red Mini-Marcos.

Out came the sports cars for their 10 laps, and it was obvious that those with the latest flat tyres would be in trouble on the soaking wet course, for these cars just wanted to go straight on at the corners. Sid Taylor (Brabham-Climax BT8) won—but only just: Brian Croot in his amazing veteran Jaguar-engined Allard hounded him throughout and a last-lap challenge only just failed to come off. Once again John Berry went well in his i.r.s. Lotus 3/7 to finish third ahead of Paul Hadley's well-driven Merlyn-Ford and Mike Pressly's Lotus 11, which, despite a sick motor for the last part of the race, fought off John Hine's Lotus 23 for 1150 honours.

It has stopped raining when the single-seaters came out, but the course remained wet. Harry Stiller (Brabham F3) showed his superiority over the rest and won as he pleased; however, for third place behind Stiller and Andy Fletcher (Brabham F3), Barrie Ford (Brabham-Ford 1650) and Chris Lambert (Brabham F3) fought tooth-and-nail, with ex-kartist Lambert doing Ford at Camp on the sixth lap and keeping ahead until the end. Fifth man David Cole (Brabham F3) lacked his usual fire, but entertained the crowd



First race—first win

Geoff Mabbs (Mini-Marcos) scores a convincing win at Castle Combe

By MICHAEL KETTLEWELL



PITY any poor marshals behind that lot. Howard Marsden (4.7-litre Ford Falcon) ditches in practice at Quarry—complete with spectacular water spray (top). GEOFF MABBS (Janspeed Mini-Marcos) leads the field on the first lap in the small G.T. race at Quarry (above).

Photos: Peter Burn.

at Quarry with a spin on the cooling-down lap.

Local favourite Ron Fry put 12 cylinders of Ferrari 250LM into a commanding lead in the big G.T. race, and as usual no one was able to do anything about him. Behind, the Marcos-Volvos of Howard Steele, Howard Faure and Roger Sparkes led the rest of the field, but Steele ran out of fuel on the eighth lap and stopped along the Dean Straight. Roger Eccles and Alan Brodie both spun their ex-works Sunbeam Tigers, but continued, while Chris Skeaping's potent-sounding Daimler SP250, short of anchors, spun and hit the bank at Camp.

Winding up the proceedings, Roy Pierpoint won the big saloon car race comfortably in his championship-winning Ford Mustang, fitted with a Cobra engine for this race. Chris Jackson (Ford Anglia 1594)—the lap record holder—at least kept Pierpoint in his sights until two laps before the end when he spun at Tower—however, he maintained second spot in front of a whole gaggle of cars. Tim Cox spun his Anglia at Quarry and ended up on his side with a horde of cars approaching—thankfully, they all missed the Anglia, which half blocked the track until the marshals stood it back on all fours. For 1,300 c.c. honours, Tim Riley in the Alexander Mini actually beat local man Ron Fry (Mini) after the Ferrari man had spun on the last lap.

Despite the conditions, it was a good day's motor racing. There were no long delays which can be so infuriating for both spectators and competitors, and Nick Syrett and his

B.R.S.C.C. girls and boys actually rounded off the programme half an hour early.

RESULTS

Clubmen's sports cars (10 laps): 1, J. R. F. Berry (Lotus-Ford 7 1498), 70.5 m.p.h.; 2, J. C. Salmon (Lotus-Ford 7 997); 3, J. J. R. Lord (U2-Ford 1498). Fastest lap: Berry, 1 m. 30.8 s., 72.95 m.p.h. Class winners: Berry and Salmon. Saloon cars up to 1,000 c.c. (10 laps): 1, M. Pigneguy (Mini-Cooper S), 70.95 m.p.h.; 2, Miss M. A. Cooper (Mini-Cooper S); 3, G. S. Barnes (Mini-Cooper S). Fastest lap: Pigneguy, 1 m. 30 s., 73.6 m.p.h. Class winners: Pigneguy and R. V. Mason (Mini 848). Grand touring cars up to 1,600 c.c. (10 laps): 1, G. Mabbs (Mini-Marcos-B.M.C. 1293), 76.76 m.p.h.; 2, G. V. Gould (Ginetta-Ford G4 1498); 3, I. J. Alexander (Diva-Ford 1098). Fastest lap: Mabbs, 1 m. 23.6 s., 79.23 m.p.h. Class winners: Mabbs and Alexander. Sports cars over 1,000 c.c. (10 laps): 1, S. Taylor (Brabham-Climax BT8), 78.71 m.p.h.; 2, W. B. Croot (Allard-Jaguar); 3, J. R. F. Berry (Lotus-Ford 7 1498). Fastest lap: Taylor and Croot, 1 m. 22 s., 80.78 m.p.h. Class winners: Taylor and M. Pressly (Lotus-Climax 11 1148). Racing cars (10 laps): 1, H. Stiller (Brabham-Ford F3), 81.26 m.p.h.; 2, A. D. T. Fletcher (Brabham-Ford F3); 3, C. Lambert (Brabham-Ford F3). Fastest lap: Stiller, 1 m. 19.8 s., 83.01 m.p.h. Class winners: B. G. Ford (Brabham-Ford 1650) and Stiller. Grand Touring cars over 1,600 c.c. (10 laps): 1, R. Fry (Ferrari 250LM), 82.52 m.p.h.; 2, H. H. Faure (Marcos-Volvo); 3, R. Sparkes (Marcos-Volvo). Fastest lap: Fry, 1 m. 17.8 s., 85.15 m.p.h. Class winners: Fry and Faure. Saloon cars over 1,000 c.c. (10 laps): 1, R. F. Pierpoint (Ford Mustang), 81.9 m.p.h.; 2, C. Jackson (Ford Anglia 1594); 3, V. M. Woodman (Lotus Ford Cortina). Fastest lap: Pierpoint, 1 m. 19.6 s., 83.22 m.p.h. Class winner: Pierpoint and T. Riley (Mini-Cooper S 1293).

ON 19th September, the Scottish M.R.C. staged an additional meeting at Ingliston, near Edinburgh, where despite excellent weather, a local holiday and numerous counter attractions had diverted a large number of spectators elsewhere. This scarcely affected the entry of 130, mostly regulars, who competed in nine 10-lap qualifiers for a 30-lap handicap for the Border Trophy.

J. Fewell (Mini) sewed up the up-to-1,200 c.c. saloon race, being emulated by Eric Liddell (Elan) in the over 1,200 c.c. sports car event, while Alistair Robertson toured home his standard Elan in the 1,200 c.c. G.T. class, also to annex a place in the handicap, after Andy Barton put his fast T.V.R. out, against the barrier at Merchants.

Excitement rose with event 5 for over 1,200 c.c. saloons, this being a real cracker from the start, with Graham Birrell (Perdal-Anglia) snatching the advantage from Ed. Labinjoh (Mini-Cooper S) while some jostling in the Ess at Bankers found D. J. Muter motoring his white Mini-Cooper rapidly sideways, happily being avoided by the pack. Labinjoh spun off halfway through, letting Ronnie Morrison in the ex-Robin Smith 1275 S gain a lonely second as Logan Morrison (1275 S) fought deranged steering—a legacy of the first lap joust—and had to give best to Ian McGowan (1275 S).

The marshals had scant time to get the track back in order before the racing cars appeared, Alan Rollinson in the D.W. Racing F2 Brabham hounding Bill Stein in the Ecosse-Climax for six laps, the latter on the bank at Gardeners' on occasion, but to no avail, then when his engine went off song near the end, Willie Forbes hurled his Elva-B.M.W. past and was chased across the line by Tommy Reid in the Irish Lotus 22. In his pursuit Rollinson established a new track record in 39 secs.; 71.5 m.p.h., gaining a case of the "hard stuff" for his efforts.

John Nicholson (Lotus 11) had Bill Turnbull (L.W.S.) in his mirrors for all of the up to 1,200 c.c. sports race, but made no mistakes.

In the second race, for up to 1,200 c.c. saloons, Bill Dryden introduced a fleet Brabham Viva but Bill Borrowman (970 Mini-Cooper S) snaked off into the lead in Box 1, it taking two laps before Ronnie McCutcheon

Rollinson at Ingliston

Brabham F2 driver wins
Border M.R.C. Trophy race

By BILL HENDERSON

(998 Mini-Cooper S) came to grips and passed the Seton Mains car, this challenge enabled McCutcheon to beat down the class record to 43.6 secs., 62.76 m.p.h.

The meeting finished with the handicap for all winning cars, but McCutcheon (998 Mini-Cooper), P. Stewart (999 Mini-Cooper) and G. Douglas (Ford Cortina G.T.) did not start, leaving eight cars on the line, Alan Rollinson conceding four laps to J. Fewell (950 Mini) and Kaye McCosh (Bentley 4½). Needless to say the Brabham man gave a polished display as he carved his way through the field to take first place from Fewell with around five laps from the flag, approaching close to his new track record in the process. John Nicholson (Lotus 11) with two credit laps also managed to overhaul the Mini for second, to end a not over exciting meeting.

RESULTS

Saloons up to 1,200 c.c. (10 laps): Race 1. 1, J. Fewell (Mini), 8 m. 18.4 s., 54.89 m.p.h.; 2, G. Birrell (Singer Chamois); 3, A. Charnell (Hillman Imp). Fastest lap: J. Fewell, 56.30 m.p.h. Race 2: 1, R. D. McCutcheon (Mini-Cooper S), 7 m. 31.8 s., 60.86 m.p.h.; 2, W. Borrowman (Mini-Cooper S); 3, A. Barton (Morris 1000). Fastest lap: McCutcheon, 62.76 m.p.h. **Sports cars over 1,200 c.c. (10 laps):** 1, E. Liddell (Lotus Elan), 7 m. 6.2 s., 64.19 m.p.h.; 2, J. Blades (Ginetta); 3, W. N. A. Dryden (Lotus Elan). Fastest lap: Liddell, 65.45 m.p.h. **G.T. over 1,200 c.c. (10 laps):** 1, A. I. Robertson (Lotus Elan), 7 m. 52.8 s., 57.86 m.p.h.; 2, B. E. Cocks (Fairthorpe); 3, H. W. Tuer (Triumph TR2). Fastest lap: A. Barton (T.V.R.), 60.26 m.p.h. **Saloons over 1,200 c.c. (10 laps):** 1, G. Birrell (Perdal-Anglia), 7 m. 33.0 s.,

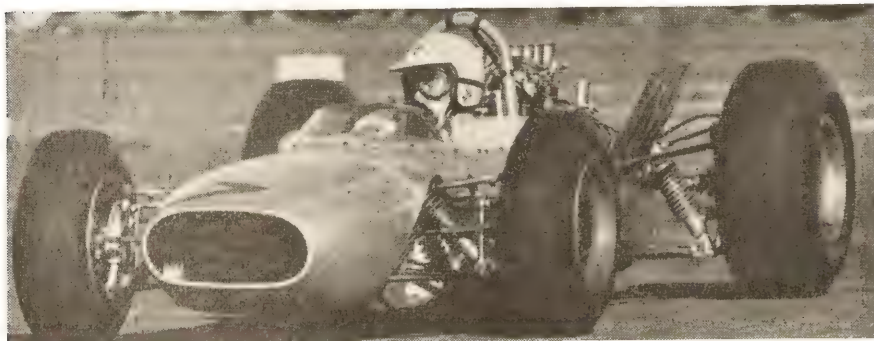
61.31 m.p.h.; 2, R. F. Morrison (Mini-Cooper S); 3, I. McGowan (Mini-Cooper S). Fastest lap: Birrell, 61.6 m.p.h. **Racing cars (10 laps):** 1, A. W. Rollinson (Brabham-Cosworth F2), 6 m. 45.0 s., 67.55 m.p.h.; 2, W. J. Forbes (Elva-B.M.W.), 3, T. D. Reid (1.6 Lotus-Ford 22). Fastest lap: Rollinson, 71.5 m.p.h. **Vintage and Specials (10 laps):** 1, A. K. McCosh (Bentley 4½), 8 m. 45.8 s., 52.8 m.p.h.; 2, D. Reynard (Fisher Spl.); 3, R. H. Ball (Bentley 6½). Fastest lap: McCosh, 54 m.p.h. **Sports cars up to 1,200 c.c. (10 laps):** 1, J. Nicholson (Lotus 11), 7 m. 27.8 s., 61.09 m.p.h.; 2, W. J. Turnbull (L.W.S.); 3, J. G. McWilliam (Marcos). Fastest lap: Nicholson, 62.18 m.p.h. **Handicap (30 laps):** 1, A. W. Rollinson (Brabham-Cosworth F2), scratch; 2, J. Nicholson (Lotus 11), 2 laps; 3, J. Fewell (Mini Cooper), 4; 4, G. Birrell (Perdal Anglia), 2. **Consolation race 1 (8 laps):** 1, G. Douglas (Ford Cortina G.T.), 7 m. 3.2 s., 51.72 m.p.h.; 2, J. S. Cowie (Ford Cortina G.T.); 3, D. McCall (M.G. Midget). Fastest lap: Douglas, 52.0 m.p.h. **Consolation race 2 (8 laps):** 1, P. Stewart (Cooper F3), 6 m. 24.6 s., 56.91 m.p.h.; 2, D. Mackay (Lotus 11); 3, V. Connolly (Lotus 17). Fastest lap: Stewart, 59.74 m.p.h.

MARGARET MACKENZIE leads Tony Charnell in their Imp dice—Tony took four laps to pass Margaret for third place in the opening race.



Regent Trophy Bishopscourt

By
ESLER CRAWFORD



FOR their third and last meeting of the season held at Bishopscourt on 18th September, the U.A.C. were at last in luck with the weather and the sun shone brilliantly all day. The good weather no doubt contributed to John Pollock's win in the Regent Trophy event which was the main event in the programme. This was a handicap over 10 of the three-mile laps and usually the wet Bishopscourt weather favours the saloons, but this time Pollock brought his Lotus 27 through in the last few feet of the race to take the trophy and £45 almost out of Adrian O'Connell's pocket. Tommy Reid also revelled in the good conditions and took no fewer than 1.6 secs. off his own old lap record to leave the new average of 97.65 m.p.h.

First on the programme came two 10-lap heats for the Regent Trophy. In the first of these, limit man Fred Hastings led in his 848 Mini until lap 3 when Ronnie Adams took his Triumph 2000 past. Thus the position remained until lap 8 with Des Wylie's M.G.B moving into second place and then taking the lead on lap 9. This was short lived for Michael Adams was not a good son and went past his

TOMMY REID gave the V8 Crosslé-Ford its first race. The Mick Mooney-entered car lapped in 91.84 m.p.h. in a Regent Trophy heat.

father and then Wylie to finish the winner in his Mini-Cooper S.

Making its racing début in this event was the new monocoque 4.7 Crosslé-Ford single-seater driven by Tommy Reid. Although losing a couple of laps to fix a loose petrol cap this impressive looking car did a lap at 91.84 and scraped into the final in the last qualifying place. Jim Ferguson's Anglia led the second heat for four laps before being overtaken by Donald Barrett's similar but much faster car. Barrett clung to his lead until lap 9 when the faster cars began to make their presence felt and Adrian O'Connell's Aster Special took over with John Pollock charging through the field into third spot. On the last lap he completed the job to win from O'Connell by 12.4 secs. with Barrett third.

The final had almost its full complement of 40 starters but was without the Rapier of George Windrum. George had decided to top

up the tank before the start but had done this with a gallon of water! By lap 4 the long handicap boys had begun to sort themselves out and J. Sommerville's 970 Cooper S had gone into the lead from Ferguson's Anglia, with Ronnie Adams third in the Triumph. On lap 5 Adams and Ferguson exchanged places and then on the sixth circuit Adrian O'Connell moved up four places to put the Aster Special into the lead. Here he stayed for almost the whole of the remainder of the race while Tommy McGrath worked up to second. Starting the last lap O'Connell had a very secure lead with John Pollock still well back in fourth and seemingly having an impossible task. But at the Hairpin only 300 yards from the finish he had the Aster in his sights and just pipped O'Connell by about a Lotus nose—the time-keepers could not separate them.

The *Formule Libre* race featured the usual Reid-Templeton dice but this time an intruder intervened quite successfully. After more than a season's lay-off John Pollock made a brilliant come-back in a twin-cam Lotus 27 and led the two big boys on lap 1. On lap 2 Reid, back at the wheel of his faithful Lotus 22, took over with Pollock and Templeton just a few feet away. Templeton passed both on lap 4 but Tommy Reid did not fancy this and slipped past at the Cutting again and held on till the end to win by 1.8 secs., while Pollock fell back a little with an inoperative clutch. This will be the man to watch next season for he also broke Reid's old lap record.

RESULTS

Regent Trophy. Heat winners: M. Adams (999 Mini-Cooper S) and J. Pollock (1.6 Lotus-Ford 27). **Final:** 1, J. Pollock, 93.41 m.p.h.; 2, A. O'Connell (Aster Spl.); 3, T. D. McGrath (1098 Ford Spl.). **Touring cars. Class winners:** P. Wright (999 Mini-Cooper S), 79.58 m.p.h.; F. Heaney (1132 Mini-Cooper), 81.62 m.p.h.; and M. McKinney (Anglia G.T.), 80.61 m.p.h. **Grand touring cars. Class winners:** F. Heaney (1132 Mini-Cooper), 81.62 m.p.h.; D. Wylie (M.G.B.), 77.24 m.p.h.; and H. Napier (Jaguar E), 78.44 m.p.h. **Sports-racing cars:** 1, J. Watson (1098 Crosslé), 86.40 m.p.h.; 2, J. Meegan (Spitfire), *Formule Libre*. **Class winners:** J. Watson (1098 Crosslé), 86.50 m.p.h.; W. Gowdy (1475 Kieft), 85.91 m.p.h.; and T. Reid (1.6 Lotus-Ford 22), 95.65 m.p.h. **Clubman's race:** 1, S. Porter (Lotus-Ford 7), 81.20 m.p.h.; 2, W. Bell (Lotus 7), 1172 Fords; J. Davidson (Crosslé), 75.35 m.p.h.

CLUB NEWS

By RICHARD FEAST

FEARs that the Airedale & Pennine M.C.C. would have to cancel their Rodney Whiteley Trophy Trial on 17th October have been dispelled now that the club have found a superb venue at the last moment, starting at Central Motor Auctions, John O'Gaunts, Rothwell, near Leeds. The event is for production cars, and is open to members of clubs in the A.N.C.C. and B.T.R.D.A. championship competitions. 13th October is the closing date for entries, which should be sent to A. J. de L. Taylor, 11 St. Peter's Crescent, Morley, Leeds. . . . A closed competition, the Scottish S.C.C.'s Autumn driving tests will be run on 9th October at King's Depot, Lugton. W. L. B. Callander, 100 West Regent Street, Glasgow, C.2, closes the lists on 5th October. . . . The B.A.R.C. (South-Eastern Centre) and Circle C.C. will hold a closed sprint at Brands Hatch on 14th November. Entries should be in to W. W. Paul, 16 Azalea Walk, Old Eastcote, Pinner, Middlesex, by 7th November. . . . Members of the Aberdare M.C.C., B.A.R.C., Bridgend A.C., Welsh Counties C.C., Newport C.C., Hagley & D.L.C.C., Barry A.C. and Bristol M.C. & L.C.C. have been invited to take part in the South Wales A.C.'s Llandow sprint on 17th October. Don Ruddick, 25 Romilly Road, Canton, Cardiff, is secretary of the meeting and entries close on 13th October. A fortnight later, on 31st October, the South Wales A.C. will run a hill-climb at Castel

COMING ATTRACTIONS

FOREIGN EVENTS

- 3rd October.** United States Grand Prix, Watkins Glen (Ft.).
Coupe du Salon, Monthéry, France (F3, S., G.T., T.).
Wilkesboro, U.S.A. (S.C.).
Achum, Germany (F3, G.T., T., S.).
Syracuse Cup, Italy (F2).
Bathurst, Australia (T.).
8th-10th October. Munich-Vienna-Budapest Rally, Hungary.
9th-10th October. Pacific Raceways, Kent, U.S.A. (S., G.T.).
10th October. Tyrol Priz, Innsbruck, Austria (F3, G.T.).
Hockenheim, Germany (F3, G.T., T.).
Tatol, Greece.
Bettio Trophy, Monza (G.T., T.).

BRITISH EVENTS

- 2nd October.** B.A.R.C. race meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
Aston Martin O.C., Eight Clubs and Seven-Fifty M.C. Clubmen's Championship race meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
Ulster A.C. hill-climb, Knockagh, near Belfast. Starts 2 p.m.
Burnham-on-Sea M.C. national speed trials, Marine Parade, Weston-super-Mare, Somerset. Starts 10 a.m.
Vickers-Armstrongs (Hurn) C.C. sprint, Castle Combe, near Chippenham, Wilts.
Stafford & D.C.C. Autumn Rally. Starts Walton Garage, near Stafford (M.R. 119/9534211), at 8.45 a.m.
Enfield & District Veteran Vehicle Society display of steam traction engines, fire engines, veteran cars, commercial vehicles and motor-cycles, The Railway, South Street, Ponders End, Enfield, Middlesex. Starts 2 p.m.; finishes 10 p.m.
2nd-3rd October. Vintage S.C.C. Welsh Rally and Trial. Starts Presteigne, Radnorshire.
Maidstone & Mid-Kent M.C. Windows Rally. Starts Lampards Garage, Staplehurst, Kent, at 8 p.m.
3rd October. B.R.S.C.C. Motor Racing Silver Cup race meeting, Brands Hatch, near Farningham, Kent. Starts 2.15 p.m.
Scottish M.R.C. race meeting, Ingliston, near Edinburgh.
B.A.R.C. (Yorkshire Centre) and East Yorkshire C.C. national hill-climb, Olivers Mount, Scarborough, Yorks. Starts 1.30 p.m.
West Essex C.C. hill-climb, Stapleford airfield, near Chigwell, Essex.
Lancashire A.C. (for B.D.R.A.) International Dragfest, R.A.F. Woodvale, near Southport, Lancs. Starts 11 a.m.
Margate & D.C.C. sprint, Manston airfield, near Ramsgate, Kent.
Midland A.C. sprint, Curborough, near Lichfield, Staffs. Starts 2 p.m.
B.A.R.C. (East Midlands Centre) sprint, Mallory Park, near Hinckley, Leics.
Eastern Counties M.C., Cambridge C.C. and East Anglian M.C. autocross, Seckford Hall, Colne Park, near Halstead, Essex. Starts 2.30 p.m.
B.A.R.C. (S.W. Centre) autocross, near Petersfield, Hants.
Northampton & D.C.C. Derrigat Trophy sporting trial. Starts Clifton, near Market Harborough, at 12 noon.
B.A.R.C. (S.E. Centre) and Eastbourne & D.M.C. production car trial. Starts The Dover House Farm, Blackboys, near Uckfield, Sussex, at 1.30 p.m.
Southsea M.C. Autocross Flather Star driving tests. Starts Clarence Pier coach park, Southsea, Hants, at 12 noon.
Nucleus M.C., J.N.F.C.C., SEETECH M.C., B.R.S.C.C., Chess Valley M.C., South Bucks M.C. and East Surrey M.C. Scorpion driving tests. Starts Brentford Market Place, Chiswick Flyover, at 11 a.m.
Harrow C.C. grass driving tests. Starts Queen's Head, Water Oakley, near Maidenhead, Berks.

Farm, which is also being promoted by the Swansea M.C., Newport C.C. and B.A.R.C. (South Wales Centre). 25th October is the closing date, and entries should be forwarded to J. Lawson 12 Park Road, Radyr, Cardiff. . . . Regs. for the Kemet M.C., Buckingham & D.M.C. and North Oxfordshire M.C.'s Towcester Cup Rally, sponsored by Plessey, on 16th-17th October, are available from Mrs. N. G. Watkins, 39 Pomfret Road, Towcester, Northamptonshire. Members of the promoting club and of clubs belonging to the A.M.M.C. whose secretaries have accepted the invitation are eligible. Entries should be in by 9th October. . . . The Liverpool M.C. are convinced that their sandocross at Ainsdale beach on 17th October will be the largest yet. It has comprehensive backing from Gallaher, Ltd., and there should be added spectator appeal as the R.A.C. are now allowing six cars to compete at the same time, three pairs. The Lancashire & Cheshire C.C., B.A.R.C. (North-Western Centre), Aintree Circuit C., Southport M.C., Mid-Cheshire M.C., North Wales C.C., Chorley A.C., West Lancashire M.C. and Austin-Healey C. (North-Western Centre) have been invited to compete. Entries, to D. Aukland, 6 Hard Lane, St. Helens, Lancashire, should be in by 11th October, although later, more expensive, entries will be accepted up to 14th October.

BRIGHTON & HOVE M.C.

PRODUCTION CAR TRIAL

BRIGHTON & Hove M.C. held their annual production car trial on 26th September at Ovingdean Grange Farm, near Brighton. This was a restricted event and 34 entries were received from the promoting club, the S.V.W.C., the B.A.R.C., Eastbourne & D.M.C. and the Seven-Fifty M.C.

There were six tests and the competitors completed each twice. The penalty points incurred were tallied for the final results. The tests were laid out on fairly steep grassy downland. The rain held off during the afternoon but overnight the ground was thoroughly soaked and the course was very slippery. The conditions, however, did not deter John Gillham, who only incurred 102 penalty points in his Daf.

The class for rear-engined cars with rear-wheel drive and specials attracted the largest entry of 13 cars—including three N.S.U.s and six Volkswagens. The hopeful Volkswagens met their match, however, with the Singer Chamois driven by B. Eccleston.

Strangely, the cars which found the conditions most difficult were the open sports cars and Minis—usually the overall winners! However John Mossop came third in his Austin-Healey Sprite with 131 penalty points and P. Baker in his Mini-Cooper had 147 penalty points to come sixth. **PAT WARD.**

RESULTS

Class winners: J. Gillham (Daf), 102 pens.; J. Mossop (A.-H. Sprite), 131; P. Baker (Mini-Cooper), 147; B. Eccleston (Singer Chamois), 120.

SWANSEA M.C.

NATIONAL RALLY OF THE VALES

FOUR years ago the national Rally of the Vales was in the doldrums; now it is among the finest Welsh rallies of the season. Still retaining national status, with the added incentive of the £100 first prize, the Vales was an absolutely straightforward, very fast thrash with a high class entry list which included Vic Elford/David Stone in an Anglia G.T., Brian Culcheth/John Brown in an Elan and Brian Melia/Geoff Davies in a Cortina G.T., as well as the usual circus entry.

Gerald Bloom/Alan Taylor went well all night to take a well-deserved and popular first place, narrowly ahead of Tony Fall/David Fawcett, both these crews driving Mini-Cooper Ss. Malcolm Gibbs/Randal Morgan returned to form in third place ahead of Brian Melia/Geoff Davies.

The road conditions were exceedingly treacherous with unexpected patches of mud which led to many off course excursions and retirements; two crews—Vic Elford/David Stone and Bill Bengry/Barry Hughes were eliminated from high placings when they inadvertently entered an out-of-bounds area,

while Culcheth's Elan had the fuel lead part within five miles of the start.

STUART GRAY.

RESULTS

1. G. Bloom/A. Taylor (Mini-Cooper S), 23 m. 10 s.;
2. A. Fall/D. Fawcett (Mini-Cooper S), 25 m. 24 s.;
3. M. Gibbs/R. Morgan (Ford Cortina G.T.), 26 m. 8 s.;
4. B. Melia/G. Davies (Ford Cortina G.T.), 32 m. 9 s.;
5. A. Reid-Gibbs/D. Tucker (Ford Anglia G.T.), 40 m. 55 s.

B.A.R.C. (EAST MIDLANDS CENTRE)

HALLATON AUTOCROSS

By 11 a.m. a very slippery early morning surface had given way to a rapidly drying out track, and the early practice times for the B.A.R.C. (East Midlands Centre) Hallaton autocross on 19th September, which were on the slow side, had rapidly improved.

A really long, wide track, measuring 1,300 yards, gave plenty of scope for throwing the cars about, though in many cases the fastest were not the most spectacular. Practice was enlivened by Javan Smith who rolled his brand new Singer Chamois on the top zig-zag bend, but was able to drive the remains back to the paddock.

Best time of the day—and fastest by a long way—was P. E. Voight in his beautifully made Lotus 7 which seemed to float round as if on rails. Chris Baker-Duly's 998 c.c. Mini-Cooper won class 1 for f.w.d. touring cars by a margin of nearly 2 secs. from A. W. Blore's 1,098 c.c. Mini-Cooper.

The next class for r.w.d. touring cars was won in fine style by Roger Clark who was sharing with brother Stan a tatty looking Ford Cortina G.T. which sounded like a bag of nails but went more like a dose of salts. W. C. Payne in another Cortina G.T. came second in this hotly contested class, which included John Tyler's exotic Alfa Romeo Giulia Sprint.

Each driver had three timed runs and duplicated results were available literally two minutes after the last run.

CHRIS MITCHELL.

RESULTS

B.T.D.: P. E. Voight (Lotus-Ford 7). Class winners: C. Baker-Duly (Mini-Cooper 998); R. Clark (Ford Cortina G.T.); J. Morrison (Renault R8); J. Gerard (Turner-Climax); M. Peat (Morgan Plus 4).

SHENSTONE & D.C.C.

CURBOROUGH SPRINT

MAKING his first visit to Curborough, near Lichfield, for the Shenstone & D.C.C.'s sprint on 19th September, hill-climb exponent Peter Meldrum slashed over 1½ secs. off the outright course record with his blown 1,540 c.c. Lotus-Ford 22. Meldrum, who was competing in his first sprint this year, fairly rocketed round the 900-yard course in 34.55 secs.—1.65 secs. quicker than the old record set by another hill-climb man, Tony Griffiths, with his 2.5 B.R.M.

This fine drive by Meldrum tended to overshadow everything else. But Bryan Brown in his supercharged 1,498 c.c. Lotus-Ford 22 also put up an excellent performance, getting inside the old record in winning his class.

There was also some fierce competition in the class for modified production saloons up to 1,600 c.c., in which standard Mini-Coopers were included but not G.T. cars, modified Mini-Coopers and Mini-Cooper Ss. After the two timed runs only 0.08 sec. separated the first three, with the honours going to Tony Pike's Mini-Cooper. Pike ran out of road on his first run, but with some inspired driving on his second gained the narrowest of victories over Ron Beech's modified Mini.

The organizers accepted a maximum of 85 competitors for the meeting, plus five reserves. But the event was so over-subscribed that 30 would-be competitors had to be turned away.

TREVOR GEDGE.

RESULTS

B.T.D.: P. Meldrum (Lotus-Ford 22 s/c), 34.55 s. Class winners: D. R. Grounds (Vauxhall Viva), 48.16 s.; A. C. Pike (Mini-Cooper 998), 45.46 s.; W. Siddles (Ford Cortina G.T.), 44.45 s.; T. J. N. Rix (Marcos), 41.38 s.; H. G. Smith (M.G. Midget), 41.67 s.; M. Ridout (Morgan Plus 4), 40.06 s.; R. M. N. Trye (Lotus-Ford 7 997), 39.12 s.; B. W. Brown (Lotus Ford 22 s/c), 35.79 s.; G. R. Footitt (A.C.-G.N.), 43.03 s. Ladies' award: Miss J. Stokes (M.G.B.), 47.22 s. B.T.R.D.A. award: M. J. Hawley (I.I. Cooper-B.M.C. Mk. 3A), 37.32 s.



CANNON DRIVER Geoff Smith emerges from the trees, lady passenger bouncing furiously.

Walk-away winner

Lol Hurt gains the President's Trophy sporting trial

By COLIN TAYLOR

LOL HURT's convincing victory in last Sunday's Southsea M.C. President's Trophy Trial makes him odds-on favourite to retain his B.T.R.D.A. Gold Star Championship title. Rex Chappell, returning to the fray, took a comfortable second place with an expertly driven afternoon round.

The Deer's Hut, Longmoor, near Liphook, was invaded by the national trials circus for the start of this qualifying event. Due to revised boundaries, some of the familiar sections were discarded, but a few new ones were added. On the morning tour, the hills were tightly marked, and a number of customers had difficulty in keeping to the desired course. But whatever the comment, the hills proved interesting and sorted out the entry.

The condition of the climbs was controlled by Mother Nature, with blasts of rain and patches of hot sunshine, which generally caused frustration among the ranks. Lol Hurt led the way at lunch, being hounded by the usual pack, including Don Rawlings, who once again retired with transmission troubles during the afternoon session. Bud Smith, Alan Robbins and S. Cleverly also succumbed before the end of play with various ailments.

The afternoon running order was revised, which put Lol Hurt in the dubious position of first away. This did not appear to worry Lol, and he took advantage of the virgin bracken climbs, as did Ivor Portlock, but the latter fell back on other hills, with some undertone mutterings. Gerry Ratcliffe was also heard passing comment to his spinning wheels.

The rewarding position to Tony Thompson of third place was the result of some excellent climbs, and with his third in the Jacobean Trial he has qualified for the first time to compete in the R.A.C. Championship Trial. The Bardens did well, dad Percy finishing fifth, with his son, David, in close attendance in sixth place. The Lindsay brothers were down on par, as was Fred Cole, Bernard Dees, Len Tucker, Bill Warr and Geoff Smith. Finishing in the top ten, Bruce Blundell, Geoff Langdon and Sid Seely did well. The results team of Southsea M.C. again put up a splendid show, which was only matched by the politeness of the marshals.

RESULTS

1, L. Hurt (Ford Spl.), 69 marks lost; 2, R. Chappell (Cannon), 86; 3, T. Thompson (Cannon), 100; 4, C. Taylor (Cannon), 102; 5, P. A. Barden (Cannon), 102; 6, D. L. Barden (Cannon), 105.

EXPERT Rex Chappell, together with wife René and the family Cannon, are about to be eaten up by the fern.



Autocar photograph.

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BEDFORD A.E.C.**PODINGTON SPRINT**

WITH Podington airfield quickly reverting to agriculture the course on 19th September for the Bedford A.E.C.'s Autumn Sprint was restricted to a short length of the main runway. As a result it was more like that of a high-speed driving tests than a true sprint. Nevertheless, the drivers of a good selection of machinery, ranging from a single-seater to home-made specials, enjoyed a fine afternoon's sport in superb weather.

The best-supported category was that for saloons, which was dominated by the quick Mini-Cooper Ss of Terry Clare and Chris Buckton, modified by respectively Alexander and Downton, victory going to the former with a fine 57.34 secs. In the "Cortina" class, invaded, however, by a Volvo, a Zephyr and a Riley 1.5, Gamble's Anglia with a Cortina engine proved too quick for the opposition, which included a Lotus version.

The smaller classes provided an interesting comparison between R. Ridsdale's Viva and N. Grace's Morris 1100. Both won their classes, but while the Viva was quicker down the straights, the 1100 was far superior in the many chicanes and 180 deg. turns.

By far the quickest car in the sports category was Tony Kitchener's twin-cam Lotus 23, which had been off form in practice. Neither car nor driver made any errors in the afternoon, however, taking B.T.D. with a very fine 54.33 secs.

The small car class was won by the neat special of A. Carmichael after a tight battle with Abbott's T.V.R., the driver of which had steadily improved during the day and rightly took the novice's award. JOHN GOTT.

RESULTS

B.T.D.: T. Kitchener (Lotus-Ford 23), 54.33 s. Class winners: N. Grace (Morris 1100), 64.43 s.; R. Ridsdale (Vauxhall Viva), 68.83 s.; T. Clare (Mini-Cooper 1275 S), 57.34 s.; P. Gamble (Ford Anglia), 62.79 s.; A. Carmichael (Ford Special), 62.91 s.; J. Gott (Austin-Healey 3000), 58.32 s.; P. da Nóbrega (Lotus-Ford 22), 56.83 s.; I. Bates (Austin 750), 64.70 s. Best novice: J. Abbott (T.V.R.), 63.31 s.

AIRESDALE & PENNINE M.C.C.**WHITE HORSE RALLY**

THE White Horse is a comparatively recent addition to the *Motoring News* Championship calendar; the 1963 event, organized by David Pollard and Tony Baines, led to championship status for 1964 when, by all accounts, a disappointing event was put on by a rather out of touch organizing team. On 25th-26th September Pollard and Baines were back in charge; they put on a straightforward fast event that should ensure that next year's White Horse maintains its status—or higher indeed, for it was mentioned at the finish that national status would be applied for.

The entry list was divided into two distinct categories; those regulars, chasing championship points hard now the end of the season is approaching, such as Phil Simister/Don Barrow, Bill Bengry/Barry Hughes, Gerry Bloom/Alan Taylor, the Tredegar trio, and Doug Ray/Stuart Gray, while matched against these crews were all the fast locals who turned up in force to give a very high class, and full, entry list.

Comprehensive knowledge of the roads, however straightforward the routing, will always pay dividends, and indeed the prize list did read rather like a local benefit. Tony Fall and David Fawcett in a Mini-Cooper S won, 27 mins. down from Brian Chippindale/David Winstanley in another S-type, 36 down, both these crews being from the promoting club. Hard on their heels were four crews within a two-minute spread, headed by Phil Simister and Don Barrow.

The start was at Appleyard's Garage in Bradford, and a better starting point would be hard to find. The entire entry was housed under cover in the warm and dry, given free coffee and refreshments and soothed with sweet music; it seemed a shame to go out again into such an abominable night, and I'll mention now that the marshalling was superb despite the weather.

I've already said that the routing was straightforward; to remove any doubts about the correct route a marked map was on display at the start and it was apparent that the pace was quick, though some high-powered clocks

pushed the penalties up higher—to say nothing of the mist lying everywhere on high ground.

After a run out of Bradford the first really tricky sections came in the Birstwith Maze, where even Geoff Halliwell/Mike Wood repeatedly got so lost that they gave up; the first let-up came at control 19 by which time Roy Fidler/Graham Robson led, 5 down, followed by Fall on 7 and Knowles-Fitton on 8. A very enlightened marshal at the control, finding that the first three cars out of his check were all on the same minute, organized a side by side start—which Knowles-Fitton won! Straightforward sections led around Bolton Abbey, Silsden Moor, Cowling and Lotherdale. The sharper-than-it-looks left-hander at 956458 caught a number of crews, including Simister, Fall and Ray, travelling in convoy at the time, in quick succession, though the last-named remained perched for a couple of minutes.

A couple of fords had to be cut out due to their depth, one of them being the notorious rough passage at 907416 which involved a bit of re-routing to start the second half. This commenced with a long section over the new surfaced Widdop Moor road. The very best sections of the whole event were all squeezed into the last 40 mins. of the rally from Sowerby down to the A58, across Pike End and the "fresh air" right-hander at 026177 (cheerio, Knowles-Fitton!), over Pike Low and Penny Hill and through the Dean House ford to the last control at 062163. This was marvellous stuff—very twisty, very hard on the navigator in the maze of roads, and incidentally the only time during the night when the pressure was kept on for 40 minutes at a stretch. Oh, for seven hours like that!

STUART GRAY.

RESULTS

1, R. A. Fall/D. Fawcett (Mini-Cooper S), 27 mins. 2, B. Chippindale/D. Winstanley (Mini-Cooper S), 36; 3, P. Simister/D. Barrow (Ford Cortina G.T.), 37; 4, P. Cooper/J. M. Bennett (Mini-Cooper S), 37; 5, J. C. Tordoff/C. B. Marchant (Ford Cortina G.T.), 38; 6, D. H. Ray/S. R. Gray (Ford Cortina G.T.), 39.

**WELSH COUNTIES C.C.
CREIGIAU CROSS
AUTOCROSS**

ON 19th September the skies cleared and the sun shone, quickly removing the heavy dew and drying out the newly found 600-yard course, allowing the 45 competitors in the co-promoted autocross at Creigiau Cross to enjoy five timed runs of four laps each, aided and abetted by the excellent organization which made the delay between heats negligible—drivers were queuing up very eagerly for their runs.

Until the last runs of the day, Norman Harvey was in the lead with his 1275 S and a fantastic first run of 2 min. 11.6 secs., but on his last run Tony Chappell showed us all that his Elan is not only an excellent road car, but equally at home on the field by recording the fastest time of the day—2 mins. 9.8 secs.

The standard Mini class was well fought out with Mervyn Evans just managing to beat Andy Reynolds by 2 secs. Sue Alexander showed a few men how to drive their 1100s in the morning but, later in the day, face was saved by John Lewis in a time of 2 mins. 19.9 secs., 5 secs. ahead of Sue.

The big saloon car class contained six Cortinas in various forms and here again Tony Chappell managed to aim the Cortina G.T. (which had finished sixth overall in the Vales the previous night) to another class win, just beating Jeff Churchill—who must be the most relaxed driver in appearance in South Wales—by 0.4 sec.

The sports car class was well fought, Andy Reynolds in his Sprite—minus the wings it lost when it flew at Llandow—winning the small car class and Dennis Parsons in his 32-year-old Frazer-Nash easily beating the modern machinery in the larger car class. A thought to finish with—are things really getting any better?

ROBERT DAVIES.

RESULTS

B.T.D.: Anthony Chappell (Lotus Elan), 2 m. 9.8 s. Class winners: M. Evans (Mini), 2 m. 19.8 s.; J. B. Lewis (Morris 1100), 2 m. 19.9 s.; N. Harvey (Mini-Cooper S), 2 m. 11.6 s.; R. Franks (Anglia 1200), 2 m. 25.2 s.; A. Chappell (Cortina G.T.), 2 m. 17.6 s.; C. P. Collins (Ford), 2 m. 37.0 s.; W. Stringfellow (VW), 2 m. 18.0 s.; A. Reynolds (A.H. Sprite), 2 m. 19.1 s.; D. Parsons (Frazer-Nash), 2 m. 14.8 s.; K. Spencer (Vester-Ford), 2 m. 14.4 s.

**NEWQUAY M.C.
PLYMOUTH M.C.
CAMEL VALE M.C.
TRURO M.C.
WEST CORNWALL M.C.
ST. EVAL SPRINT**

THE third Newquay pursuit sprint was held on the disused runways of St. Eval airfield in brilliant sunshine and was reported locally as being one of the best motor sporting events to be held in the West Country this year. The entry list of 75 was over subscribed, which always augurs well for a successful meeting. Things suited farmer Peter Bennett admirably as in between his runs he was able to jump from his car (Spitfire) to his combine (Massey-Ferguson) in order to continue harvesting his 70 acres of barley. This was also fortuitous for the club, as it was able to obtain a surfeit of straw bales free of charge.

The course was laid out in the form of a 1,200-yard circuit and each car completed two timed laps from a standing start. There were two cars on the track at one time having been started at a 10-secs. interval. There was one practice and two competitive runs. Only one person went home unhappy, and that was John Blewett (TR4) who put a rod through the side.

The event attracted most of the top drivers from Devon and Cornwall and it was quite surprising to find many close times in each class in spite of the long course and various degrees of engine tune. As expected, John Grafton (Cooper-Buick Monaco) and Brian Moyse (U2-Ford 1500) had a hard fight for B.T.D. which resulted in a narrow victory for John following a very good second run.

BRIAN SOLOMON.

RESULTS

B.T.D.: J. Grafton (Cooper-Buick Monaco), 1 m. 49.2 s.; 2, B. Moyse (U2-Ford 1500), 1 m. 51.6 s. Class winners: M. Lane (Saab Sport), 2 m. 3.3s.; J. Hosking (Mini-Cooper), 1 m. 57.2 s.; J. Fry (Mini-Cooper), 1 m. 57.6 s.; T. Howard (Simca 1000), 2 m. 5 s.; R. Doidge (Ford Anglia 1500), 1 m. 59.4 s.; C. Townrow (M.G. Midget), 2 m. 6 s.; R. Harper (Morgan Plus 4), 1 m. 55.8 s.; B. Solomon (Lotus-Ford 7), 1 m. 56.6 s.; E. Holman (Lotus Mk. 6), 1 m. 58.2 s.

**MANX AUTO SPORT
AUTOCROSS**

SUNDAY, 12th September, saw the last and deciding autocross meeting of the season at Middle Farm, Kewagigue, for the autocross championship of the Isle of Man—and what a climax it proved to be.

The entry—especially the Mini-Cooper S class—was sadly depleted, mainly through cars being out of commission mechanically. There were only two entries for this class, Ken Leece (1275 S), who was lying second in the championship, and Horace Saville (970 S).

Leading the championship was Dennis Craine, winner of the Lightweight Manx Grand Prix motor-cycle race, and in third place was Dennis Easthope, but as the car they use was out of action it looked odds on that Ken Leece would become champion, but Easthope had other ideas and borrowed Saville's 970 S, and the battle was on.

Each competitor was timed over four laps of the 800-odd-yard circuit and was allowed two attempts, the better one to count. After the first run Ken Leece recorded 3 mins. 24 secs. to Easthope's 3 mins. 25.6 secs. Leece's second four laps took 3 mins. 23.6 secs., and as Easthope was the last driver to start, all eyes focused on him. The big question was could he do it? He did and recorded a time of 3 mins. 23.2 secs. to become the Autocross Champion.

Class B, front-wheel-drive cars, followed and consisted of a gaggle of Mini-Coopers and the lone Saab of John Moore, who failed to get on terms with the Minis. It developed into a three-cornered struggle between H. Minay, F. Crellin and K. Shimmin, with them finishing in that order. DOUG BAIRD.

RESULTS

Class winners: D. Easthope (Mini-Cooper S 970), 3 m. 23.2 s.; H. Minay (Mini-Cooper 998), 3 m. 29.6 s.; H. Martland (M.G. Midget), 3 m. 44.6 s. Autocross Championship: D. Easthope, 18 points.

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SCOTTISH S.C.C.

PRODUCTION CAR TRIAL

THE first production car trial of the Scottish autumn season was held at Tongue Farm near Darvel on 18th September. Organized by Gray Mickel, who is used to rather better surfaces on the hills on which he competes, the trial used land made available by Jock Meikle, still the only man who ever did the Monte three-up in a Ford Capri.

After a rather delayed start caused by the non-appearance of some marshals, the event got under way with a fairly straight climb up a farm track and a final dash up a very slippery grass hill. The catch here was that all the other hills started on the plateau where the first one finished, but only Bryce Pollock's A40, O. B. Ross's Spitfire and John Howat's 850 Mini lost marks. Jim Conway's M.G.B and Jim McInnes's 1275 S treated the whole thing like a speed hill-climb.

The remaining five hills involved manoeuvring between pairs of buckets. On No. 2, which was really much too easy, only John Howat had maximum penalties.

Going up to the final climb there were five unpenalized drivers—Mary Walker, Jim Conway, David Black, Fred Goodyear and Stuart Brown, who was driving Mary Walker's car in a double entry. Stuart made a complete porridge of the final hill, barely leaving the start line.

This left Mary Walker, Jim Conway, Fred Goodyear and David Black unpenalized. David Black, being in a class of two, had no chance for the premier award on index, and the other three were all in the same class, which left it to the driving-test to decide. It wouldn't be ungallant to say that it was a surprise that Mary Walker disposed comfortably of the male opposition and took away the premier award. ROSS FINLAY.

RESULTS

Premier award: Mary Walker (Mini-Cooper S 1275), 0 pens. Class winners: David Robertson (M.G. Midget); Eddie Howie (Mini-Cooper S 1071), 3; David Black (Renault R8), 0; Jim Conway (M.G.B.), 0.

OWEN ORGANISATION M.C.

GRACE OWEN RALLY

ON 18th-19th September the Owen Organisation M.C. ran their Grace Owen Rally—a rally organized by the experienced members of the club for the semi-expert and novice crews only. It started at 11 p.m. on Saturday night from the Charles Clark Garage, Bridgnorth, and covered 130 miles of good surfaced but navigational tricky roads in the Welsh border country.

The foresight of the organizers was well rewarded in that 15 of the 20 starters qualified as finishers and there were no accidents to mar the proceedings. Even so, the rally proved to be one of contrasting fortunes. While D. Cook/A. Bond retired with an electrical fault in their Sprite only a few yards from the start, David Morris and Graham Morgan completed the 130-mile course without incurring any penalty marks.

The semi-expert class included two previous Grace Owen-winning crews but on this year's event the glory went to the novices who showed them the way home.

T. H. JENKINSON.

RESULTS

Novices: 1, David Morris/Graham Morgan (Anglia Super), 0 pen.; 2, Norma and Terry Jenkinson (Sprite), 2 m.; 3, Roy Haynes/Ken Allan (Mini-Cooper S), 14 m. Semi-experts: Brian Austin/David Walton (Mini), 21 m. Ladies' award: Chris Casey/Ann Wiltshire (Volkswagen), 50 m.

HAMPTON & D.M.C.

PRODUCTION CAR TRIAL

HAMPTON & D.M.C. were very fortunate on 19th September, in having extremely fine weather for their first production car trial at Hungry Hill, near Aldershot. Entries ranged from a moth-eaten Sunbeam Talbot 90 to an Aston Martin DB 2/4 with all the usual type cars in between.

Twelve hills had been laid out, all to be attempted twice, hills 1-6 on the first circuit, 6-12 second and third and lastly 1-6 hills. All were either on boulder-strewn or sandy soil, both of which tended to get rather cut up for the later cars. The hills were extremely well laid out, although a few proved impossible

even for the Volkswagens, the main trouble being the short starts allied to the very loose surface.

After the first circuit P. Smith was in the lead in class A, A. Freeman first in class B and J. Catlin first in class C, closely followed by L. Thornhill. After the second round various people were heard to say that they had missed a hill. This was brought about because their navigators could not count and also the local children took delight in removing a number of the arrows.

Hills 1-6 on the second run were a little easier although No. 5 proved the undoing of practically all the entrants, very few people being able to leave the start due to the soft nature of the sand. Results followed very shortly after the last car had finished, the most surprising result being L. Thornhill in his Aston Martin winning class C, followed by J. Catlin in his Austin-Healey Sprite, both of which lost their silencing systems in the process. J. CATLIN.

RESULTS

Class winners: P. Smith (1275 Mini-Cooper S); A. Freeman (Volkswagen Variant); L. Thornhill (Aston Martin DB 2/4).

WEST LANCASHIRE M.C.

ORMSKIRK AUTOCROSS

MINE hosts the West Lancashire M.C. had the benefit of a warm, sunny, dry day for their sixth annual Stanley autocross, a title derived from their club HQ, the Stanley Arms. Fifty entries had been received, four didn't turn up and 44 competitors actually competed. John Gunn, who has already won the B.T.R.D.A. Autocross Championship by a handsome margin, was in attendance "just to keep my hand in." Also competing and keeping a watchful eye on Gunn were John Wales (Mini-Cooper S), who is normally seen at the wheel of his very quick Renault Gordini, and the works-supported John Akers (T.V.R.), both of whom were leading contenders in the championship race until John Gunn got it all nicely wrapped up.

The hottest class in practice was undoubtedly class B, which consisted of 12 1300 S-type Minis and included John Gunn, John Wales, Mike Flather and Mike Tarbatt. However, John Wales had the satisfaction of fastest practice time in class, John Gunn apparently having difficulty in defining what was and what was not the course, much to the detriment of his times. In class D John Akers simply bombed round the course to record fastest practice time of the lot, while in class F Mrs. Maureen Parkin beat husband Howard by a matter of 2.5 secs.

Spectators were prominent by their absence at the actual start, only 23 cars being seen at this time, although 74 were present at the meeting's closure. In class A for the smaller Minis Stephen Hirst had no bother at all in recording fastest time and took the award for Index of Performance for the organizing club. This left the class award to the well-deserving Brian Walker.

The promise of John Wales's practice times was not to be fulfilled in the official runs, John Gunn proving his championship win was no fluke by tanning Wales on each run.

In class C Bob Craig (Anglia) and rallyman John Wilman (Cortina-engined Anglia) had a rare old thrash throughout both their runs, Craig eventually taking the honours by a mere 0.254 sec. to win. The class D drivers mounted their attack next and John Akers simply ran away from the opposition to win by the biggest margin of the day—5 secs.

Harry Dickinson's hybrid Bacon Slicer, which is fitted with a 650 c.c. B.S.A. motor-cycle engine and gearbox, made certain of class F on its first run, which is just as well because he dropped a wheel off on the line when the half shaft sheared on his second. A special award was made for second B.T.D. to Harry, and this left Mrs. Maureen Parkin as class winner after she had again showed her husband the way round.

JOHN HIGHAM.

RESULTS

B.T.D.: J. Gunn (Mini-Cooper S1300), 72.47 s. Class winners: S. Hirst (Mini), 85.30 s.; J. Gunn (Mini-Cooper S1300), 72.47 s.; R. A. Craig (Ford Anglia), 81.98 s.; J. Akers (T.V.R.), 74.28 s.; H. Dickinson (Bacon Slicer), 72.51 s.

Bridgehampton—continued

but nevertheless staggered on at intervals till the race was done. The middle pipe of the exhaust system of Makinen's Midget broke at the manifold flange and when he eventually brought the car in the mechanics set about an ingenious lash-up—they sawed the bottom off a refuelling funnel then sawed slots and generally bashed it about until it fitted into the manifold flange—it was then hammered home and the flange, with small pipe, was removed for welding. After replacement Makinen set off again, but by this time George Owen's Alfa Romeo had pipped him for second place in G.T. Division 1. Some minutes before the end of the race Alderman had another moment out on the circuit—and the persistent Wetanson had time to get by and gain an unbeatable half-minute lead on the Lotus. A series of misunderstandings between driver and pit crew resulted in the Alfa TZ running out of fuel so that Hopkirk took second place in G.T. Division 2 and fourth overall.

THE weather was overcast on Sunday when the grid was formed up; seven of the cars were homologated G.T. devices and 17 were the two-seater *Formule Libre* cars known as sports-racers. A rolling start was used and the field was dispatched after one lap behind the pace car; the start was signalled with the Stars and Stripes—a departure from previous U.S. practice. Pedro Rodriguez won the downhill race and led until the end of the second lap. Then big V8s of Sharp and Hansgen bumbled past the Ferrari and a lap later Hansgen took the lead with the Mecom Lola. He built up a lead of more than 2 secs., but Sharp decided this was too much and retook the lead. Rodriguez, in third place, was losing ground to the leaders, as was Fulp in fourth (he had run second on lap 1). Sharp and Hansgen swapped the lead twice more, then the race was over—a rear upright on the Lola broke and Hansgen flashed off the road on the fast downhill section.

Thereafter Sharp romped away by more than a second per lap, while Rodriguez was eventually overtaken by Fulp, who handled his big Lola quite well until a steering de-arrangement put him into the guard rail at the pits and out of the race. Wintersteen ran a lonely fourth for a considerable part of the race but his McLaren-Elva tended to fly out of gear—the engine got over-revved at one stage and this ended his race. After the first 10 laps all the excitement was provided by the dice for fifth spot, held originally by Skip Scott and the big Cobra roadster despite constant attack from the Ferraris of Grossman and Andretti. It was Andretti who ultimately got the better of this battle and he stayed clear, although lacking the assistance of a clutch. Whenever the lad muffed a gear change you could hear all the sporty car folk mutter: "U.S.A.C. driver, he doesn't know how to change gear." Grossman had started out on rain tyres (Goodyears) which gave the Ferrari a lot of understeer—he changed these during his pit stop, but by this time the 7-litre Cobra with Thompson at the wheel was too far ahead to be caught.

The race ran its full 315 miles in a little over three hours and Hap Sharp took the chequered flag—sorry, checkered flag—to score yet another victory for Chaparral, Chevrolet, Firestone and Bosch.

RESULTS

Race 1 (110 laps—314.6 miles): 1, Herb Wetanson (Porsche 904GTS), 3 h. 38 m. 12.8 s., 86.53 m.p.h.; 2, George Alderman (Lotus-Ford 23); 3, Fred Ashplant (Lotus Elan); 4, Paddy Hopkirk (M.G.B.); 5, Paul Richards (Alpine-Renault); 6, Rauno Aaltonen (M.G. Midget); 7, John Girdler (Fiat-Abarth); 8, Harry Theodoracopoulos (Alfa Romeo Giulia TZ); 9, Art Riley (Volvo P1800S); 10, George Owen (Alfa Romeo); 11, Timo Makinen (M.G. Midget); 12, Candido da Mota (Lotus-Alfa Romeo 23).

Race 2 (110 laps—314.6 miles): 1, Hap Sharp (Chaparral-Chevrolet), 3 h. 13 m. 57.9 s., 97.35 m.p.h.; 2, Pedro Rodriguez (Ferrari 365P2), 108 laps; 3, Dick Thompson/Skip Scott (Cobra 7-litre), 104; 4, Bob Grossman (Ferrari 330P), 103; 5, Bob Johnson (Cobra 4.7), 101; 6, Ray Cuomo (Cobra 4.7), 100; 7, Lewis Kerr (Brabham-Climax BT8), 100; 8, Dick Holquist (Ferrari 250LM), 100; 9, Bruce Jennings (Jaguar E), 95; 10, Robert Brown (Malibu Spl.), 93; 11, George Arents/Bob Hutchinson (Ferrari 275-GTB), 93; 12, Frank Dominiani (Chevrolet Corvette), 91; 13, Eno de Pasquale (Genie Mk. 8), 88; 14, Robert Wiser (Austin-Healey 3000), 85.

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1960 Jaguar XK150. 3.8S, D.H.C., extras. £635
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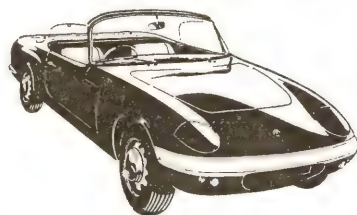
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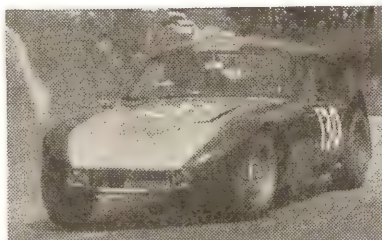
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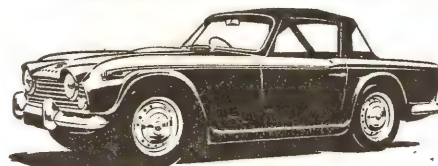
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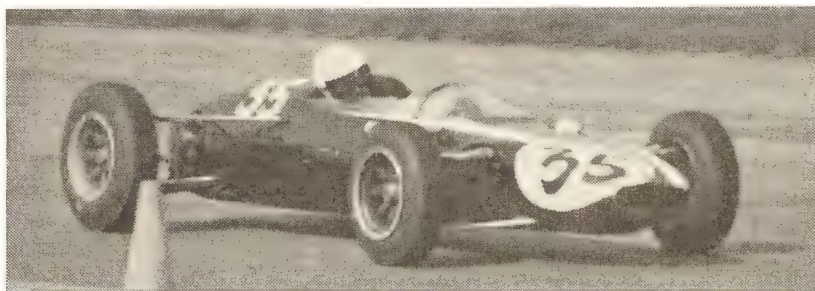
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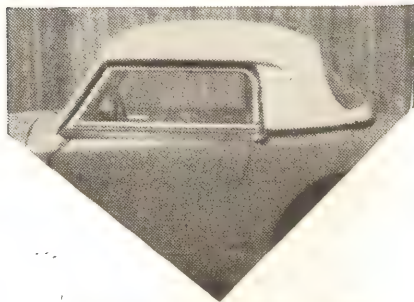
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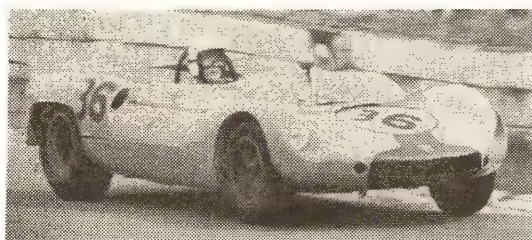
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105E twin Solex conversion, complete with all linkages, cleaners, as new, £12.—Brown, 22 Lade Street, Largs, Ayrshire.

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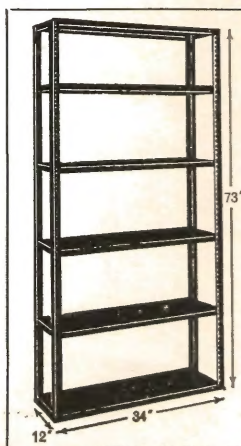
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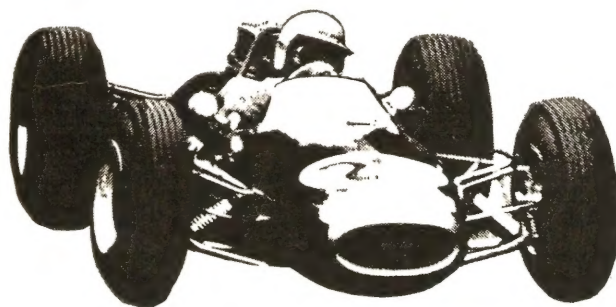
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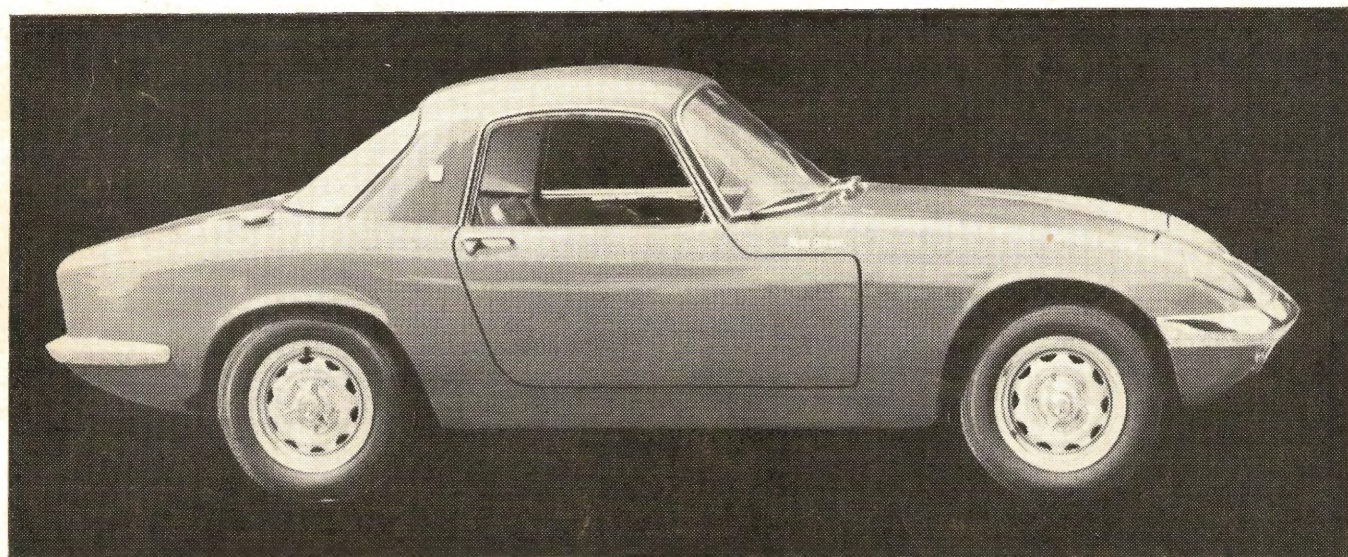
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